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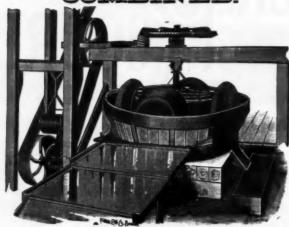
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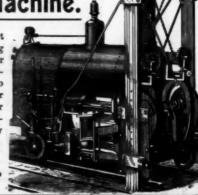
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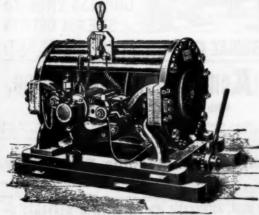
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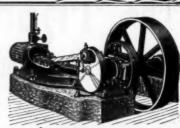
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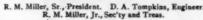
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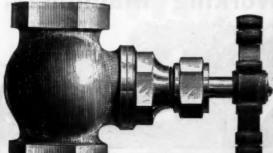
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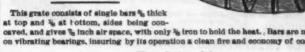
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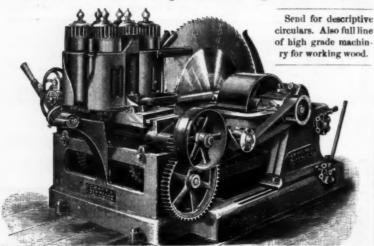


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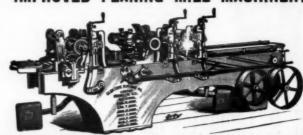
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Manufacturers' Record.

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THOMAS P. GRASTY, Southern Staff Correspondent.
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BALTIMORE, APRIL 13 1889

SINCE the return of Mr. Carnegie and Messrs. Cooper and Hewitt from their Southern trip, they have lost no opportunity to declare that much of the advance made by the South is due to the low railroad rates given to Southern iron manufacturers. This they have steadily used as an argument to seek to secure a reduction of rates on Northern roads. Back of this there may be a motive which is against the interests of the South. Mr. Thos. Ward, the general manager of the Birmingham Rolling Mill Co, in a letter to the MANUFACTUR-ERS' RECORD says:

"I would respectfully draw your attention to the utterances of Carnegie before Frank-lin Institute, of Philadelphia, and Hewitt at Atlanta, which, if not refuted, will seriously operate against Southern industrial interests. Our experience proves conclusively whenever we have entered into competition with Northern mills that their rate per ton per mile has been lower than ours. I deem this subject of sufficient importance to demand intelligent ventilation and trust you will call attention to it."

Mr. Ward is certainly in a position to know. As the manager of the immense rolling mills whose product has been shipped to all parts of the country, he has had sufficient experience to fully know what the relative freight rates in different sections are, and he says that Northern mills secure a lower rate that Southern. The matter is one of great interest.

A GENTLEMAN who has given close study to the growing towns of the South, in a private letter to the Manufacturers' Record, writing of Florence, Ala., says:

It is to-day the best town in the Scuth. In ten years it will be ahead of Birmingham.

These are pretty strong statements, but the Florence people are pushing as few others in the country are doing, and there is a wonderful future before this beautiful place.

OUR valued contemporary, the Iron Trade Review, of Cleveland, O., has made a very attractive departure in its make up. It dispenses with the ornamental features of a cover and other displays, and begins to talk to its readers on the first page. The letter press proper appears in two broad columns to every page. The printing and press work are models of neatness and clearness, and the Review's deliverances are up to its accustomed standard of excellence.

Greater Prosperity Than Ever Before Known in America.

Hon. Henry B. Pierce, Secretary of State of Massachusetts, who recently made large investments in the South, in a private letter to the editor of the MANUFACTURERS' RECORD, says:

I can add little to what has been so well said, and so many times said, of late, by Northern men who have been South, as to the resources and advantages of that won derful section which includes Northern Alabama. I am thoroughly convinced that it is to be the great iron center of the world, and that the people will marvel at the growth which will be brought about during the next twenty-five years. The South will re-ceive the greatest direct benefit, because a revolution socially, politically, industrially and in an educational way which it will undergo in this process, a revolution so gradual and yet so fraught with immediate blessing that it will be accomplished without friction. I predict for the New South an era of prosperity which shall eclipse any which has ever been achieved in any other section of our great country (italics ours) so remarkable for its successes in that line.

These statements are worthy of thought'ul study. The MANUFAC-TURERS' RECORD is constantly presenting to the public the possibilities of the South and the views of careful conservative men of other sections, that its readers may see for themselves the certainty of the enormous development of the South's resources and act accordingly. The business men of America and Europe are daily studying the fluctuations and the movements of the world's trade, that they may know how to plan for the future, and hence the importance to them of he information which the MANUFACTURERS' RECORD presents f om week to week as to the South and its progress.

Mr. Pierce, in his le ter just quoted, but voices the now rapidly growing belief of thousands of Northern capitalists. New England was slow to turn its attention Southward. The West had for years absorbed its surplus energy and capital, but recently there has come a change. New England capitalists have been gradually looking to the South, and last fall a large number of them became interested in Fort Payne, Ala. They went down, and after a careful investigation were so thoroughly convinced of the wonderful future of Alabama, that when the subscription books to the capital stock of the Fort Payne Company were opened in Boston, the entire amount of \$4,000,000 was taken in six weeks, and \$400,000 more offered the day the books were closed. There were 1,900 subscribers to this stock. The enthusiasm which was aroused throughout New Eng. land is destined to prove of incalculable value to the whole South. The organization of that company means the turning Southward of millions and millions of money from all New England. This company and its work should be hailed by the South as one of the most important moves ever made for Southern development.

Gov. Goodell, of New Hampshire, in

an interview this week with a correspondent of the MANUFACTURERS' RECORD at Fort Payne, referring to the influence of this company upon the future of the South, said:

The success of this venture will have for its effect the diversion in great measure of New England capital from the West to the South, for this solitary enterprise has done more to awaken our people to the opportunities offered by the South than all other attractions that the last ten years have brought forth.

Southward the flow of capital takes its course, and the vast accumulations of wealth in New England are now to be poured into dozens of Southern towns, and join with Southern money and Southern energy in making true the glowing prediction of Mr. Pierce.

The Need of Small Banks.

One means for the rapid development of the South would be the establishment of banks with a relatively small capital. Few banks that are started have less capital than \$50,ooo. If the proper legislation were procured, national banks could be organized with less than \$50,000 capital to great advantage. It might be difficult to organize a large banking institution in certain Southern communities, but it would be quite easy to raise a limited amount of stock. Lack of banking facilities is felt in many sections of the South. but the establishment of small banks would prove of the utmost value. There is scarcely a town of any size that could not support one or more such institutions, the maintenance of which would prove of benefit to any community in which they might be organized. The fact is that the capital of the country is not proportionately distributed. The Eastern States have a plethora of money, while the South and West suffer from its scarcity. The organization of small banks would relieve this stringency to a great extent, and their multiplication would in time lead to a condition of equality between the sections in the matter of financial facilities, which does not at present exist.

THE city of Chattanooga took a long step forward last week when she voted in favor of an issue of \$700,000 of bonds for the construction of new and perfect sewerage. There is no town in the South with a population of 5,000 and upwards that could not afford to follow Chattanooga's example and expend a sum sufficient to solve the sewerage problem. There is really no greater risk of an invasion of yellow fever or other epidemic diseases at the South than there is at the North, but it is plain to everybody that good sewerage and other sanitary resources are of the utmost value to any community, since they lessen the likelihood of a pestilence's spreading, if they do not actually prevent its originating. Chattanooga certainly deserves credit for the display of progress which she made in voting the very handsome sum above mentioned for sewerage purposes.

Some Significant Figures.

The carefully prepared statistics read by Secretary Pierra before the Spanish American Union at its recent meeting in New York contained some significant figures that are exceedingly suggestive. The percentages of imports by the Argentine Republic from various countries are as follows: From England, 33 per cent.; France, 17 per cent.; Germany, 9 per cent.; Belgium, 71 per cent.; United States, 7 4-10 per cent. The total imports of that country amounted in round numbers for 1888 to about \$98,000,000. This country furnished goods worth about \$7,250,000, as against some \$30,000,000 value sold by British merchants. The principal articles obtained from them were cotton goods, \$9,000,000; woolens, \$5,000,000; iron and its manufactures, \$6,000,000; machinery, \$2,-500,000. It will be noted that of cotton goods alone the excess above the entire sales made by this country was about \$1,750,000. Just how large our sales of textiles were, no figures were given to determine, but as the United States furnishes the Argentines with nearly all their railroad and telegraph supplies, which amounted last year to about \$3,000,-000, it is not probable that any great quantity of American cotton or woolen goods went to that market. Here, then, is one country which would become a good customer for Southern cotton products if we were provided with quick and frequent transportation facilities.

Brazil, another great country that has been desirous, ever since Emperor Dom Pedro visited the Centennial of 1876, of establishing closer commercial relations with us, imported goods to the value of \$105,000,000. Our share in that trade was \$8,400,000, while Great B itain's was \$47,250,000, of which there were \$16,000,000 in cotton fabrics.

The United States of Colombia imported goods valued at \$8,800,000, of which \$950,000 worth were furnished by American and some \$4,-000 000 worth by British merchants. and of the last sum, \$3,700 000 was for manufactures of cotton. To Ecuador Great Britain sold cotton goods valued at \$1,200,000, and the United States furnished them only to the amount of \$120,000. The total imports of all South and Central American countries in 1888 was about \$450,000,000, and the average of our share in this great trade was scarcely 11 per cent., while, if we had taken pains in the past to secure it, we might have furnished all the cotton textiles, a large percentage of the woolen, and three fourths of the goods made from iron and other metals imported by our Southern neighbors last year. The four nations cited bought cotton goods valued at \$39,900,000 from Great Britain that might much better have been made in Southern mills near the cotton fields, and then carried on

American railroads to our seaports and shipped on American steamers to their destination. All the profits of manufacturing, of handling and of transporting would have remained in this country, adding to the money in circulation, giving employment to thousands who need it, and increasing our vested wealth. But to do this we must first build, own and sail our own ships. Without them we are helpless.

At the convention of the American Shipping League, held last January in Washington, Col. J. R. G. Pitkin, of Louisiana, concluded a masterly address in the following words, to which every true American will heartily respond:

I would have the principal laid down as vital to the general welfare that we are sellers, not only of every product which box or ship may hold, but of its transportation as well, and that whatever necessary sinew subsidy may by tonnage allowance put into such transportation should be drawn from our fat purse for our lean commerce, in con stant assurance that the labor, upon whose shoulders rides a nation, merits all the re wards it may gather on land and on sea, and that where it does gather them, it earns new footholds for that nation, I would have the conviction prevail that our Europe is south and not east of us, and I would have such outcome from the projected conference this year of the three Americas as may avert feuds by arbitration and quicken intercourse upon the basis of a continental policy, of which every mail-bag, customs regulation, pound and coin may be an agreed expression. I would have an abatement within the standard of equitable compensation of the port charges by which, in defeat of constitutional intent, State and city too often cripple the national regulation of commerce and impose a capricious duty of their own with a dexterity akin to that of the prowling boatman, who bores up through a wharf into cask or hogshead and thus secures what he wants of its contents. I would have our manufacturers see the importance, not simply of ridding themselves of a surpius of commodities adapted for our domestic markets, but of coaxing foreign markets with commodities adapted to their customs and tastes in respect alike of the contents and of the envelopes.

And finally, I would have the government persuaded that in the health of a commercial marine is the best certainty of a strong naval spine, and that the American ship yard is the very socket of the American maritime arm. Gentleman, let us open not only industrial hands to our manifold domestic tasks, but commercial arms to the world; not only explore down the mine but aspire up the ratlins. Let us protect our own rather than foreign ships, that have made New York England's other Liverpool, Let us be Americans first and partisans only to be better Americans; and while, as modern Castor and Pollux, our two great parties alternately share the administrative vigor of the same national life, may they find that the fall of one is but an awakening of the other to right and aggressive uses of national means to broad national ends.

ONE of the most advantageously located of the smaller cities of the South for the safe and profitable investment of capital is Catlettsburg, Ky. A handsome and admirably edited pamphlet has been issued by the Catlettsburg Chamber of Commerce, setting forth the resources and attractions of this pushing little town in Eastern Kentucky.

THE wealth of Western North Carolina in Bessemer ores is far greater than is known to the world in general. There is enough high-grade Bessemer ore in that section to run every Bessemer furnace in America. As strong as this statement is the MANU-FACTURERS' RECORD knows whereof it is speaking. It also knows that English and Northern steel makers have been carefully investigating that region through their engineers, and that there are good prospects of developments in the near future which will surprise the whole country. The belt of country running through Western Carolina, East Tennesse, North Georgia and part of North Alabama has mineral wealth yet undreamed of. Western North Carolina is one of the most remarkable countries in the world, with advantages of a balmy, bracing, health-giving climate; water in abundance, pure as crystal itself: mineral and timber wealth almost beyond description, and it will in a few years be the scene of vast industrial developments.

T. H. ALDRICH, president and treasurer of the Cahaba Coal Mining Co., Blocton, Ala., in a letter to the MANUFACTURERS' RECORD regarding the report that he and others would import Bessemer ore from Cuba, says:

We intend to bring Bessemer ore from Cuba to Pensacola and Mobile and ship it to Philadelphia, Baltimore, Pittsburg and other places to be sold, but we do not at present contemplate building any works for the reduction of this ore. The scheme is not far enough advanced to give you any further particulars. I will state, however, that the ore is now being tested in Birmingham. We are trying to find material in Cuba that will give us return freight for vessels taking Alabama coal over. The whole project of taking coal to Cuba depends on finding something to bring back, which will enable us to cheapen ocean freights. We are, therefore, trying the iron ore for this purpose.

If any of our readers want to keep fully up with the wonderful progress which Florence, Ala., is now making, they will find "The Wave," a semi-weekly paper, invaluable. Mr. M. W. Camper, the editor of the Wave, was for many years editor of the Fincastle (Va.) Herald, and for several terms a member of the Virginia legislature. Like so many other leading Virginians, he has recently located in Florence and is devoting his energy to the development of that beautiful and prosperous town.

Hon. Henry B. Pierce of Boston, voices the opinion often expressed by the Manufacturers' Record that the South is destined to enjoy greater prosperity than any other section of this country has ever known. His letter in this issue is brief, but it is weighty. The South will enjoy greater prosperity because it possesses a combination of advantages, not equaled elsewhere in the world. It has in its own marvelous resources, a combination of the best advantages of all other countries without their most serious disadvantages.

Molecular Physics.

BY JACOB REESE.

[For the MANUPACTURERS' RECORD.]

Molecular physics is that department of science that treats of the initial laws that govern matters. For instance, taking a bar of iron, the physicist says: "This is not a solid body, it may be physically divided, the end of physical division is the molecule; the molecule may be divided by chemical action, the end of chemical action is the initial atom. Atoms per se are inert, their energy is derived from the physical forces, to wit, the force of attraction which is inherent and tends to draw the particles together and hold them in a state of rest; and the force of caloric which tends to push the particles outward from each other into a state of activity. By virtue of these two forces the atoms unite and form molecules, and the molecules ssume a physical structure, in which neither the atoms in the molecules, nor the molecules in the physical structure touch each other at any time, nor are they at any time in an absolute state of rest."

Prof. Helmbold and Sir William Thompson have, by different methods, determined that there are sixty million million million molecules in a cubic centimeter of any gas under normal condition. It has also been determined (by producing phenomena that cannot be accounted on any other hypothesis) that the molecule is of the same shape as the earth, i. e., having a larger diameter at the equator than at its electrical axes, or poles.

When the molecules composing a bar of iron or steel are so held that their polar axes are on parallel lines with the face of the metal, the surface of the metal would be made up of a series of molecular equators, but if the molecules were turned so that their polar axes are at right angles with the surface of the bar, then the surface of the metal would be made up of molecular poles, having circular move ments. The polar axes of the molecules is its electric path. So that when the metal is rapidly chilled or cooled, the molecules adjust themselves with their polar axes vertical to the cooled surface in order that the caloric may pass out on a straight line. When the molecules so adjust themselves their equators require more space than their poles, the bulk of the metal is enlarged and the specific gravity reduced in proportion to such perfect adjustment.

In rolling a bar of iron or steel, the nolecules will be drawn, having their equators (long axes) in parallel lines with the length of the bar. So that the surface of the bar would be comprised of a series of infinitely small undulating spheres. In the act of tempering or chilling the metal, the molecules would be changed, so that their electric axes would be at right angles to the surface chilled or tempered, thus having their equators (long axes) in circles over the face of the bar. Hence when a bar of iron or steel is chilled or tempered, it becomes larger in diameter, and as the molecules rotate or undulate in both directions at their polar axes, the phenomenon of hardness is produced. So that the differential diameters of the molecules, together with their equatorial and polar exes, account for all the phenomena exhibited in chilling, tempering and annealing metals.

And as it is generally believed that the act of chilling cast iron or tempering steel makes the metal more dense, while the reverse is the fact, I subjoin the following table showing the specific gravity of Bessemer steel of various degrees of carbon, before tempering and after tempered:

rcentage of Carbon. Untempered. Tempered.

0.4 7.843 7.839 7.839
0.9 7.879 7.807
0.9 7.874 7.83 7.771
1.5 7.875 7.736

Thus it will be seen that tempering steel incresses its bulk from one-half to one and three-eighths of one per cent. And to bring this more forcibly to view, I subjoin a table showing the effect of different degrees of hardening on steel:

Carbon.	The Ingot.	Rolled Bars not har- dened.	Tempered at Dark Red H. at.	Cherry Red.	Bright Red.	Bright and	White Heat.
0.509	7.841	7 844	7.831	7.826	7.823	7.824	7.818
0.649	7.809		7.8 6	7.849	7.830	7.811	
0.841	7.894	7.829	7.819	7.868	7.780	7.789	7-791
0.871	7.818	7.805	7 790 7 8 2	7-773	7-738	7-755	7-732
1.005	7.807	7 826	782	7.78 2	7-775	7-749	7-444
1,079	7.805	7 805	7.811	7-798	7.700	7-741	7.709
PD 6		10				10. 10	

The specific gravity of iron and steel will vary with the amount of carbon and silicon it contains, as the specific gravity of carbon is 8.50, while silicon is only 2.68; hence, the more of these two substances the metal contains, the lighter it will be.

When a bar of iron or steel is broken by tensile strain the iron per se is not ruptured, for the particles of iron do not touch each other by impact; the strain merely ruptures the molecular resultant force. It is the same power that holds the particles of iron together as holds a piece of iron to a magnet, and when iron or steel is broken we merely overcome the molecular force that holds the particles together.

The molecular resultant force of pure iron is about 50,000 pounds to the square inch. Carbon when chemically combined w.th iron increases its tensile strength very largely. One tenth of one per cent. of carbon chemically combined with pure iron will increase its tensile strength to 55,000 pounds, two-tenths carbon to 60,000 pounds, three-tenths carbon to 65,000 pounds, four tenths carbon to 70,000 pounds, five-tenths carbon to 75,000 pounds, six tenths carbon to 80,000 pounds, seventenths carbon to 85,000 pounds, eighttenths carbon to 90,000 pounds, ninetenths carbon to 95,000 pounds, while one per cent, of carbon will increase the tensile strength of the metal to resist a strain of 100,000 pounds before rupture. It is owing to the exceedingly high molecular resultant force of carbon that the diamond is so hard.

Thus in the study of molecular physics we find many of the strange phenomena exhibited in the manufacture of iron and steel fully explained.

"Mr. CARNEGIE is no friend of the South, and if it were in his power, he would forever prevent the possibility of its making steel," is the remark made a few days ago by a gentleman who has been brought into close relation with those who are supposed to know Mr. Carnegie's private views on iron and steel matters. Is this true?

"THE South is on the eve of a grand industrial boom, the like of which she has never known," said Col. E. C. Machen, of Macon, Ga., just after returning from a trip to New York, where he sounded the financial magnates as to the future of this section.

THERE is great activity in cottonseed oil mill building in the South. One concern, the Smith, Vaile & Tompkins Co., of Charlotte, N. C., have just closed contracts for building three large oil mills, one at Charlotte, N. C., one at Baton Rouge, La., and the other at Houston, Texas. Mr. D. A. Tompkins, the mest noted cotton oil mill builder in the country, has these three mills in charge, and that is a guarantee that they will be among the best mills in the South.

The Southern Ports as the Distributors of Supplies for the Northwest.

WASHINGTON, D. C., March 27, 1889.

Raisor Manufacturers' Record:

I have been much interested in the article by my friend, Mr. E. W. Clark, on "The Future of the Gulf Ports" In strong conarmation of what he brings before your readers in connection especially with the expected opening of the Nicaragua canal I submit the following as giving us instruc tive lessons from the other side of the water. The teachings of commercial expe rience are not limited. Sir Walter Ral eigh's words, 'whoever commands the ser mands the trade and wealth of the world," remain. Mr. Clark asks, "why should supplies for the Northwest go first to New York for distribution?" The experience of England at this date will show that the gulf ports by their railways, "leading diagonally to the points of desti-' may largely profit in this direcnation.

In his address before the last meeting of the British Association, Colonel Wilson chief of the ordnance survey of England, forcibly adverted to the changes now going on in the routes and the trade centers of Europe. He considers this as menacing the best interests of English commerce. and says: "We are experiencing the results of a natural law; that a redistribution of the centers of trade must follow a rearrangement of the channels of com merce. Nations rise, fall and disappear, but commerce makes her changes by ever widening circles, and, know ing no limits, opens up new fields of activity and connects her great centers by quicker and shorter routes" The tendency of the day, he shows, is for each maritime nation to import and distribute its own requirements, and to seek maritime routes. transportation by sea being not only less costly but less liable to interruption than by land carriage. In proof of his remark may be cited the construction of the Amsterdam canal following that of the Suez. the present actual progress of the Corinth canal, and that of the Manchester, as a local one for England, but one which, according to the recent reports of the United States consul, promises new results to that city and to Liverpool. The Manchester wharves will soon receive ships before they can cross the Mersey bar, for high tide on which they are at times detained for hours

The marked change of which Col Wilson speaks is the shifting of the distribuof Eastern wares from the ports of England to the Mediterranean cities-the result of the Suez canal. A like change may come to the South if she continue, as is fully expected, her onward advances. The change on the other side has not been unexpected. The standard writers on merchant marine predicted it. When Palmer-ston and the Edinburg Review "pooh poohed" the canal, under their alleged disbelief in its opening was the clear fore sight of this change and of another as important, that when the transports of the Cape route should give place to the light 'canal wallahs" of the new inland route, England would lose, as Col. Wilson says, many vessels of heavier build, available in war time: he adds that the English trade would not be liable as now to paralysis by the closing of the canal in war.

England reaps her immense profits from the routs. Her merchant marine, by the testimony of the president of the P. & O. S. S. Co., has doubled. The steamer of 9.50 metres (31.16 feet) passes by the electric light; the mails contracted for 47 days to Bombay are delivered in 28; those for China and Australia in 37; her merchants have the lion's share of trade, the government the large profit of the shares purchased from the Khedive. Yet the learned

chief of the survey warns his country that Odesse, Trieste, Venice and Marseilles are fast becoming the centers of distribution to southern Europe and Hamburg to the North; adding that unless better protected, the carrying trade will pass from England in war time not readily to return.

The growth of commercial power in the cities named is confirmed by the recent reports of our commissioner of navigation, which show the tonnage of Italy's merchant marine as exceed ng 1,000,000 tons promising the restoration of their old prestige to Trieste, Austris (Hungary having a sea line of 130 miles) to the French line of 401 tons per kilometre, and to the city once "married to the sea." The Mediterranean cities are availing themselves of the inland route; such largely will be that by the Nicaragua canal. In the judgment of the writer who has paid attention to the canal problems and their results. amp'e appropriations should be early secured for the Southern harbors, lines of steamers for England be established to the port of Manchester, in which ships will he moored hours before they can cross the tide at Liverpool, and the full share of distribution of the Nicaragua returns received from our western shores, Japan and the Pacific Isles be insured to the Gulf ports: something at least of the \$464,000,000 imports and \$349,000,000 exports which New York now enjoys. In this judgment fellow members of the Shipping and Industrial League concur. J. E. Nourse.

Bright Prospects for Southern Iron Interests.

Special correspondence MANUFACTURERS' RECORD.
BIRMINGHAM, ALA, April 6, 1889.

The advent of quite a number of promi nent iron men from the North in the South during the past month has been written up by nearly all the iron papers and many of the local papers South, and various and different statements have been made and reasons and explanations given as to the cause of these visits, what these gentle men have done, what they are going to do and what influence these visits will have upon the question of Southern pig iron production. Of all the statements made by the various papers I have yet to see one that gives the correct significance of these visits, and many of the statements are wide of the mark. These men are, of course, widely known, at least by reputation, and the public must give them o for being shrewd business men, and fur thermore, they are not men that generally give their operations publicity with a brass band. From intimations that have been made by some of them the inference is very plain that they fully comprehend what the South is going to be in the future, so far as the prominent position she take in the business of making pig will iron is concerned, and the evidence is very strong that the "handwriting upon the wall" is being read very plainly by them. Their trip South was simply a plain busi ness trip There are yet a great many localities South that can be bought now nearly from first hands for probably one tenth what they can be had for five to ten years hence, and the object of these iron makers was to quietly get hold of some of these valuable properties; and moreover, they are now on the successful road to do so.

The question of the future supremacy of the South in the business of pig iron making is as plain as human foresight can comprehend, and is as sure to follow as the setting succeeds the rising of the sun. While some of the localities in the North that are convenient to the Bessemer ores are certain to hold the business of the making of rail, yet so far as the question of the making of foundry and common mill irons is concerned, in the North the business is on the retrograde, while that

of the South is very rapidly on the ine. Under these conditions how long will it take for the scales to be turned very largely in favor of the South? Hence these visitors have, and will in the immediate future, put themselves in position that when the time comes in the future to erect plants they can come in on the bottom floor, so far as these mineral lands are concerned. When Mr Carnegie spoke of the infinence that the policy of the Southern roads has had upon the indu tries of the South he simply did not go one-half far enough. The policy of cheap freights on all raw material that enters into the manufacture of pig iron was first inaugurated about 1875 by Mr. Geo. R. Knox, assistant general freight agent of the Nashville & Chattanooga Railroad, in carrying pig iron from the Chattanooga district to Northern points. It was imp diately fallen into by the managers of the Louisville & Nashville Railroad, and up to the present day all the trunk throughout the entire South have adopted a policy to see how little they can take this class of freight for and retain a small margin of profit. Further than this, there is not a single line in the South but what has made as favorable rates to any concern that chose to locate upon any portion of its road, as though they located at any point or terminal, where a person would take it for granted that a producer could avail bimself of competition through another line The consequence is that hundreds of enterprises are located along the lines at different localities, the only question raised with them being, is the raw material as convenient there as at other places? Not a single time is the question raised with the railroad that they must pay us a little more, from the fact that they are obliged to go over our line, for they cannot get their product to market over any other. The world has seen the result. Business men that are living today, if they live to see the sun of 1,900 arise will see far greater progress in the South, and more than double the manufactures and iron-producing stacks than they have ever yet dreamed of, for at that e there will be a hundred Carnegies, and Hewitts and Coopers where there is now but one. OCCASIOWAL.

THE letter of Prof. J. E. Nourse, U. S. Navy, in this issue of the MAN-UFACTURERS' RECORD regarding the influence of the Nicarauguan canal upon the Gulf and South Atlantic ports is worthy of thoughtful study. Few realize the revolution that the completion of this canal will create, and the tremendous influence which it will exert upon the development of the South. Prof. Nourse has for many years given careful study to canals and their influence upon the world's carrying trade. Hence his letter is of particular value.

THE ART OF DRESSING SHOW WINDOWS. The Baltimore Show Window Publishing Co. have just issued a handsome and useful volume dealing with the subject of decorating show windows and the ornamentation of stores. The window dresser's calling is now one of the fine arts, giving play as it does to study of the best effects of colors, grouping of fabrics and the evolving of tasteful conceits, Probably the true window-dresser, like the poet, is born and not made, but certainly the many elegant cuts contained in the volume above mentioned would be of great service in assisting the native taste of all who care to give intelligent study to this now indispensable feature of metropolitan retail trade. The book is copyrighted by Mr. J. H. Wilson Marriott.

What of Buena Vista?

It is altogether probable that the Buena Vista Co. would succeed in their project of founding a busy manufacturing city upon the tract which they have acquired, had they less courage, energy and confidence even than they are displaying. The Buena Vista tract, the site of the proposed city, is certainly an eligible location for an iron manufacturing town. It embraces the famed Buena Vista estate and the Green Forest and Hart's Bottom tracts in Rockbridge county, Va., one of the most picturesque and at the same time richly dowered sections of the Old Dominion. The lands of the company embrace 15,000 acres, supplied with inexhaustible stores of high grade iron. The Shenandoah Valley & Norfolk & Western Railways place the site of the proposed city within easy reach of the Pocahontas coal fields, and the Chesapeake & Ohio and Richmond & Alleghany give a direct line to the New river and Kanahwa coal region, while the Baltimore & Ohio reaches out to the Connellsville coke territory. With a fine climate, pure water, splendid farming resources, an abundance of capable white labor, and its great natural resources of iron, timber, water power, &c., Buena Vista would seem to be a coming center of industry such as its projectors picture.

They propose to develop the ore beds and promote the erection of furnaces, mills and factories of all sorts and descriptions by offering attractive inducements. When one learns that the company was organized on the tenth day of last January, and closed the subscription books on the twenty-second of the same month with a capital of \$750,000 subscribed by residents of Rockbridge county and the State of Virginia, he must admit the faith and enthusiasm of the stockholders. The plans and policy of the managers also attest their confidence. "Oh! but Buena Vista would be a mere boom town," one may say. Well, the same might have been said of Birmingham, Anniston, Sheffield, Bessemer, Roanoke, &c. If Big Lick, with its 300 inhabitants, could develop into Roanoke, with its 15,000, in ten years, why not Buena Vista into a rival Roanoke? Natural resources, capital and good management will accomplish wonders in the material universe, and all these are united in Buena Vista.

A young man having about \$5,000 capital, experienced in banking, book-keeping and general office work, wants to find a profitable opening for his money and his services in some good Southern town or city. Address G. P., care MANUFACTURERS' RECORD.

Attention is called to the large soap factory in Louisville, Ky., advertised in this issue for sale. This is an exceptionally good chance for a profitable investment in one of the most prosperous cities in the country.

Subscribe to the MANUPACTURERS' RECORD.

LOUISVILLE.

Railroad Activity-The Steel Works Project-A Slight Correction-Great Industrial Enterprises.

> BRANCH OFFICE MANUFACTURERS' RECORD. LOUISVILLE, KY., April 8, 1889.

After all that has been said about the growth of development in Kentucky the statistical facts connected with the construction of new railways in the State show that what has occurred is a mere preliminary to the development that will follow as the country opened up by these new lines is filled up by settlers, with their demands upon the established business centers and their own local efforts to establish industries. The report of the Kentucky Railroad Commissioners for the past year has just been issued, and the showing they make of the earning capacity of the railroads and the increase in mileage accounts for the extraordinary business activity in Kentucky for the past two or three years: an activity which has scarcely been affected at all by the depression that has reigned in many other parts of the country. A large per cent. of the freights of Kentucky railroads originates in Louisville or terminates there, and the tremendous increase in the volume of business transacted at Louisville in the past two years is reflected in the unusual earnings of the roads that have had the transportation of these freights. The Railroad Commissioners report as follows

"The railroads constructed in the United States (and Territorie.) during the current year are estimated in Poor's Manual to anproximate 5,500 miles, or an average of about 125 miles to each State and territory of the Union. It is gratifying to realize that Kentucky's increase is more than double the average of the States and territories. Indeed, it appears that our State has, of late years, been making a steady and creditable advance in the construction of lines of transportation. It is believed that this progressive advance will be maintained during the ensuing year. There are now under construction in the State over two hundred miles of railroad. Besides these, there are between 400 and 500 miles more of projected roads. Several long lines of these projected enterprises are being pushed with great energy. Considerable local aid has been secured, and much mo e promised to assist in their construction.

The spirit of progress, now fully awakened, is pressing forward in the development of the mineral and timber resources of the State, and as a necessary agency in this great work, railroads are being projected and built into the mining and lumber regions. Nor are the agricultural districts indifferent to the great benefit of securing additional transportation facilities for their products. Everywhere the spirit of improvement prompts the people to extend liberal aid to these enterprises.

The reduced cost of building and equipping railroads now, as compared with thirty years ago, conduces greatly to the encouragement of their construction.

The tables, showing the cost of railroads and equipment in the State, and the cost of roads per mile, not only exhibit the vast amount of money invested in these properties, viz: \$07.370,711, but demonstrate that, of late years, the cost per mile of building and equipping railroads in Kentucky has very greatly decreased.

Another very great inducement to capitalists to invest in Kentucky railroad construction is the enormous earnings of the existing roads, both in the country at large and within the State. The gross earnings of all the railroads in the Union for the year 1887 (the last year reported) amount to the vast sum of \$940,150,702, an increase of \$110,209,866 over the preceding year. The gross earnings of the Kentucky roads, reporting to the Commission, for the year ending June 30th, 1888, were \$14,583,075, railroad company. A manufacturing town

an increase over the year before of \$2,144,-709 or 1724 per cent. The net earnings for the same period were \$5 936,244, an increase of \$988,080, or 19 96 per cent. over the year ending June 30, 1887.

The average gross earnings per mile of the roads reported for the year 1888 are \$7,008, and the average net earnings per mile \$2,852. "The percentage of operating expenses to the gross earnings is 62 62, leaving the net earnings 37 38 per cent. of the gross earnings."

The roads reported by the commissioners as under construction are as follows:

The Kentucky Midland from Frankfort to Paris, a distance of forty miles, is being

pushed with great energy.

The Pineville and Cumberland Gap ϵx tension of the Louisville & Nashville, a distance of fourteen miles, (exclusive of the work to be performed in the tunnel at the Gap, which is 3.700 feet long). This road will be completed by the first of August.

The Lexington extension of the Louis ville Southern, which must be completed under contracts by June, and will be one of the best built and equipped roads in the State

The Kentucky Union from Lexington to Jackson, in Breathitt county, 76 miles, which will be ready for trains by the 1st of August. The remaining half of the road from Jackson to the Virginia line will possibly be completed by the 1st of February, 1890.

An extension of the Ohio Valley Railroad from Henderson to Evansville, Ind., a distance of twelve miles is now about com pleted.

Roads under contract and projected are

An extension of the Louisville Southern by way of Mt. Sterling and the Licking valley through the eastern coal field to the Virginia line will probably be commenced in a few weeks. The money for this road is said to be already provided. This road will not only open up large areas of fine cannel and other coals, but will be of great importance to travel and timber developments in the Eastern part of the State.

The Owensboro & Falls of Rough Railroad is under contract and construction for a distance of 30 miles.

The Richmond, Nicholasville, Irvine & Beattyville Railroad is under contract, and work is being carried on as fast as possible.

The extension of the Ohio Valley, from Princeton to Hopkinsville, which is under contract will be delayed by some technical obstacle in the law under which the vote for subscriptions was taken.

Other lines projected are from Paducah to Hickman in the western part of the State; from Paducah to Paris, Tenn.; from Cairo to Cumberland Gap, across nearly the entire length of the State; an extension of the Kentucky Midland, from Paris to the Virginia line; the Eastern Kentucky Road from Willard to the Virginia line; the Henderson State Line Railroad, from Henderson through Bowling Green to the Tennessee line, and the Louisville, Hardensburg & Western Railway, upon which work has already begun.

Perhaps the most important of all the roads under construction in its influence upon the development of the natural rearces of the State, is the Kentucky Union which has secured abundant means for all objects, and has undertaken the development of the territory along the route in serious earnest. The latter part of the programme is under the direction of the Kentucky Union Land Co., which is an organization very closely connected with the

is now being built at Clay City, which, during the next twelve months, will become a very important point. The company have contracted for the establishment of an imense lumber plant on the spot at a cost of \$100,000, and which will have a capacity of sawing 200,000 or 300,000 feet per day. Connected with this will be a planing mill a box factory and a brick-kiln, at a cost of perhaps \$100,000 more. There is an abundance of fine brick clay in the vicinity, and the company expect to manufacture brick to supply the demands of the whole Bluegrass region. These collateral industries can be carried on very econom cally as to fuel by using the waste from the saw mill. The company are also taking steps to man these enterprises with workmen who are mar jed and have families, so that each workman employed will represent a very considerable addition to the population They have taken steps to locate more than 100 families at Clay City during the pres ent summer. A hotel an immense warehouse and offices for the company and a number of other buildings have already been constructed, and about 1,000 town lots have been sold to outsiders on the strength of the investments to be made at that point by the company. At Clay City there have been discovered very valuable salt wells, and in boring for this water, many years ago, natural gas was discovered. highly probable that the company will start a salt manufactory at once, and steps will be taken to secure gas if it can be found profitably in the vicin ty. This road will also pass within two or three mi'es of the rapidly growing town of Beattyville, at the Three Forks of the Kentucky river, whence it will obtain a great deal of traffic. Beattyville will receive a very decided impulse from the completion of the road. A great deal of capital has already been invested about Beattwille, and several extensive saw mills are now being constructed and are negotiated for at that point. Several of the syndicates interested at the pool have also taken steps to develop their coal properties, and it is highly probable that the new railroad will receive an immense amount of bulk freights in coal and timber from this station. In Breathitt county it will strike the enormously rich cannel coal denosits which have attracted the attention of geologis's and coal men for many years. This will be put in communication with markets at Louisville and Cincipnati by next winter. There are now nearly 10 000 men working on the line of the Kentucky Union, and before it is completed several valuable enterprises in the way of iron industries will be ready for operation.

The introduction of ratural gas into Louisville has given a great impulse to the development of that part of the gas field which has not before been experimented with. There are about fifteen gas companies under organization, and each is sinking wells in its territories. The number of wells now being bored is about forty, and before next fall a sufficient supply will be at hand to supply every need of Louisville. The Rock Gas Co. are now laying mains in the city and making preparations to supply fuel to consumers as rapidly as possible. The two manufactories that will first receive the benefit of the gas are the Kelly axe factory and the Avery plow works, the latter the largest establishment of its kind in the world.

The Louisville Cotton Mills are about ready to commence the manufacture of goods, and have already sold a large percentage of their product for the ensuing year, and have no doubt of being able to d spose of all that their machinery can turn out

The statement made in the MANUFACTUR-ERS' RECORD last week that the Redemann-Ti ford Steel Co . of this city, had purchased the plant of Graff, Bennett & Co., at Pittsburg, and would remove it to Louisville,

was inaccurate and the errors were due to Pittsburg correspondents. The fact is, according to statements made here by the Redemann-Tilford managers, that Mr. Graff. of Graff, Bennett & Co., has made an offer to the Redemann-Tilford Co. to sell the machinery of their steel plant-purchased several years ago, but which has not been in use, owing to the fact that the company directed their works to the manufacture of carbon iror.—'aking capital strck of the Redemant - Ti ford process in payment, upon conditions that are private. The Louisville company now have the offer under consideration and it may be accepted. The Redemann-Tilford Co recently had tests made of their process at the Homestead Works of Carnegie, Phipps & Co., and under the immediate supervision of the chief tester of the Homestead Works, which resulted in a inner th t surprised the experts. The only question is whether the Redemann-Tilford Co. will purchase Mr. Graff's p'ant or another. There never was any idea that the Graff, Bennett & Co. carbon iron works would be sold or moved here. Their steel machinery, which was never profitably used there, is offered to the Louisville company by Mr. Graff, who said he considered Louisville as being the best situated city in the South, gergraphically speaking, for the profitable establishment of a steel plant using any process. There is no secret in this, because Mr. Catley, connected with Graff, Bennett & Co. for many years, has made the statement and advised and prompted all the negotiations and offers. The corrections made by the Iron Age are of errors originating in press dispatches sent out from Pattsburg, and which were innocently repeated from Louisville without the knowledge of the Redemann-Tilford Co. The remarkable experiments made by the new process were carried on at the Homestead Steet Works, and the results are embodied in an affidavit made by Ber jumin U. Buren, chief tester of Carneg'e, Phipps & Co. The process has transcended any official, private and government test herete fore reported, and the Redemann-Tilford Co. will establish works here.

The Falls City Malleable Iron and Steel Works have purchased property adjoining their present establishment and will double their capacity at once. The improvements will cost about \$15 000 and will obviate the necessity for building new works on the natural gas line.

Work has been commenced on the Louisville Bot bin and Shuttle Co.'s works and they will be in operation early in the summer. The works will be extensive and will employ quite a number of hands.

A phamphlet just issued by the Commercial Club of Richmond, Ky., will give to strangers some idea of the advanced conveniences which p evail in the Blue-grass region of Kentucky. The town which has 5,000 inhabitants, has eight miles of paved streets, and is connected with over 200 miles of fine turnpike roads in the single county These turnpike roads-all of Madison. through the Blue-grass region-are almost equal to the average city street, and can traveled by pedestrians and vehicles at all seasons of the year. There is scaracly a representative town in central Kentuky that cannot makes statements of a similar character. The average Kentucky farmer gets in his buggy behind the average thoroughbred trotter and makes seventy miles a day over these turnpikes with perfect case. The trunpike system extends over about one. fourth of the city, and it is being enlarged in every direction.

YOUNG E ALLISON

If you are not already a subscriber to the MANUPACTURERS' RECORD, send as \$4 and you will receive it regularly for one year o six menths for \$2.00

FLORENCE'S BOOM

Which is Not a Boom at All,

But a Substantial, Healthy, Well-Founded Growth.

What One Company Has Done, and What Another is Going to Do.

[Editorial Correspondence MANUPACTURERS RECORD.]

FLORENCE, ALA., April 6, 1889.
The MANUFACTURERS' RECORD about

six weeks ago presented, in a letter from Mr. Grasty, an account of the remarkable progress Plorence had made since its affairs were taken in charge by the mer who are now at the head of things here. His letter interested me greatly, and I determined to visit Florence myself at the earliest opportunity and study the causes and conditions of this unprecedented de velopment. Early in the present week I happened to be in this part of the State having a few days to spare I came over here. Mr Grasty came with me, and he has found so many changes and improvements, so many substantial evidence of rapid advancement during the last six weeks, that he is going to write a review of the work of that period While he is doing that I want to say a word or two about two Florence companies that are conjunctively working these marvels-two companies that will put wealth into the pockets of those who are interested in them, and will make Plorence one of the greatest manufacturing cities of the South in that rapidly approaching time when the South shall be the area of the greatest industrial activity of the world.

The oldest of the two is the Rallroad & Improvement Co. This company, since the first of last September, has secured for Florence and had located on its land over manufacturing establishments, twenty with an aggregate cash capital of more than a million and a half dollars The following are some of them: A \$400,000 cotton mill, a hosiery factory, a jeans pants factory, a suspender factory, a gingham factory, a factory to make men's shoes and er to make ladies' and misses' fine anoth shoes, a factory to make fine hardware (this will start with 175 hands, which num ber will be increased to about 450,) a \$200, 000 furniture factory, a wagon factory (moved from Atlanta), a sash, door and blind factory, a single and doubletree factory, two planing mills, a plant for the anufacture of cedar buckets and pails, a pump factory, a chemical factory, a canning factory, two brick-making plants, a steam tannery, a factory to manufacture the recently invented Curry cotton cultivator, (which, it is said, will work as great a revolution in the raising of cotton as the reaper did in wheat growing.) All these have been contracted for since the first of September of last year, and some others of considerable magnitude and importance have been arranged for, but are not enumerated for the reason that contracts have not yet been signed. Of those in the foregoing list seven are now in operation. Several more are nearly ready to start up. and the buildings for the others are all under construction. They will all be in full operation within less than four months, and most of them within two months. Of the aggregate capital, amounting to over \$1,500,000, the Railroad & Improvement Co. subscribed \$200,000, about one-seventh. No money was loaned and no bonus were given except sites. These plants, all secured between September 1st and April 1st, and all to be in operation before August 1st, will employ at least 4,000 hands and bring here not less than 15,000 people (employees and their families), to say thing of the proprietors and clerks (with their families) of the stores that will be needed to furnish supplies to these

15,000. In saying 4,000 hands I have, in order to meet all contingencies, deducted about 2,000 from the number the factories are expected to employ. Of course, with such a record as this, and under such management, the stock of the company is a hard thing to get hold of.

COTTON & IRON CO.

Growing out of the Railroad & Imment Co. partly, but greater perhaps in its scope and possibilities, is the Cotton & Iron Co., aptly conjoining in its title the es of the joint monarchs of the South claimant of the crown; cotton, erstwhile king, dethroned by its young and lusty rival; now, not as a raw mate rial merely, but as a manufactured product, coming back to power, and hen forth in the South to reign, not with absolute dominion, but in harmonious union with King Iron.

The Cotton & Iron Co. was organized in January of the present year. The men at the head of it are also connected with the management of the Railroad & Improvement Co. Its capital stock is \$3,900 000 It owns 400 town lots in Florence well located. It owns 1,200 acres of land on Cypress creek, adjacent to Florence, together with riparian rights for nine miles along the creek, a water-power cotton mill and a cotton gin, both in operation, and 40 houses near the mill. It owns 1,000 acres of selected ore and timber land in Tennessee, 20 miles above Florence, on the Florence Northern Railroad, a furnace site of 20 acres in Florence on the Tennessee river, and on which the company is now erecting a 150-ton furnace, having already spent \$33,000 on it.

The ore land is covered with hardwood timber - immense trees of original growth Its greatest value, however, is, of course, in its iron ore, which is of a remarkably high grade and of vast quantity. The ore is a brown hematite. It is not a deposit, not a drift ore, but a vein in stratified form, which is extremely rare. I know of two places in the South (and this is one of them) where the brown ore is found in this shape -a condition that ensures the lowest possible cost for mining and handling. In a pamphlet issued by the State of ms, and intended to furnish an accu rate idea of the resources of the whole State, I find the following paragraph:

Within twenty miles north of Florence are immense beds of brown hematite iron ore, which yield from 54 to 60 per cent. of The phosphorus in this ore is so little that the best experts in iron making say that by the Bessemer proc. ss it can be converted into steel from the furnace at a cost of \$3 less than steel can be made at any furnace in the Ohio Valley."

The Florence Northern, a standard gauge road now under construction by a lorence company, will pass through this property to Dover, Tenn, 74 miles from The main purpose in the building of this road was to open up this hitherto undeveloped mineral and timber property. Its ownership and control will ed by Florence people, in order to ensure low rates of freight on the ores hauled to the furnaces here. A force of 1,000 men is now at work on the road.

Cypress creek, which I mentioned a mo nent ago, is one of the most remarkable streams I have ever seen. It is not a creek at a'l, but a river. I suppose it is called a creek because of the greater magnitude of the Tennessee river, into which it flows just below Florence. It is a broad, deep stream, with a powerful current. It is not fed by minor streams, but is the united outflow of four enormous springs that burst from the foot of a mountain 17 miles from Florence. The drainage on both s des is away from it. It never knows either a freshet or low water I a height of water will not vary & feet in a dozen years. It is more tortuous in its course

than the famous San Antonio river in Texas. The Cotton & Iron Co. owns three dams 13 feet high that give 600 horse power each, which can be increa to 1,508 horse-power by raising the dame to 20 feet. There are sites for four more dams, and the aggregate horse-power of the seven would be over 10,500. Where the three dams are, there are sites for 14 mills, so placed that the too farthest apart would be within one mile of each other. found it hard to believe this until I was shown that the peculiar course of the river made it possible. Here, along this stream, will in 5 years, I believe, be gathered the greatest aggregation of textile mills in the South, if not in America The Cotton & Iron Co, as I said awhile ago, owns the riparian rights along Cypress creek for 9 miles. It owns also over 1,200 acres of land on the creek, a part of it to be used for factories and ope ratives houses, and part, remote from the locality for these, affording the most charming and pictures que sites for fine residences Of the 400 town lots mentioned above, 200 are adjacent to the enterprises recently started on the property of the Railroad & Improvement Co.

The Cotton & Iron Co. will shortly place on the market 10,000 shares its stock at \$50, half its par value. The money received for this will go into the sury to be used for developing and adding to the value of the company' property. Knowing the policy and meth ods of the company, and relying on the ability and acumen and untiring energy and seal of the men at the head of it, and remembering the skillful and success management that has characterized the Railroad & Improvement Co., I feel safe in predicting that within a year from the day when the 10,000 shares of stock have been sold, there will be located on this property manufacturing establishments with not less than \$3,000,000 cash capital, and not less than 1,000 dweilings. The present value of the company's assets is greater than its capitalization. course, with the accession of every factory and every residence, the value of all ad jacent property is increased. The sales of property will yield an enormous revenue, continued enhancement of value making the income larger year by year. Besides, the profits from the company's furnace and cotton mill, and the dividends accruing from its stock in the various enterprises to which it may have subscribed. will, of themselves, make handsome dividends on the entire capital.

Its condition, then, when its 10,000 shares of stock have been sold, will be about this It will have 400 valuable town lots in Florence 1,200 acres of land in and around Florence on Cypress creek, as finely located as any property here; 1,000 acres of the finest brown ore lands, covered with splendid timber, on a railroad owned in Florence; a water-power property not surpassed, probably, in the world, all things considered; a cotton mill and cotton gin in operation; a furnace partly built; 40 houses, 20 of them occupied, and 20 to be occupied as soon as they are finished. On all this it will owe nothing, and it will have \$500,000 in cash. And above all, it will have as its president Judge W. A Hudson, who seems to have been created for the work in which he is now engaged. If the Florence Cotton & Iron Co. does not prove a second Elyton Land Co., my estimate of its capabilities

will not have been reached.

Later on, when I have a little more time
I will tell you what seem to me to be the
causes of Florence's phenomenal growth
in the last six months, and the reason enal growth why it will continue to grow. I think I can present some facts in this connection that will be of interest to the readers of the MANUFACTURERS' RECORD, and that could be turned to good account by some other aspiring towns.
WILLIAM H. EDMONDS.

A SIX WEEKS' RECORD.

Florence's Progress Unprecedented in Industrial History.

A Thousand Houses in Course of Construction, and Scores of Factories of Various Kinds.

ondence MANUFACTURERS' RECORD.) PLOBENCE, ALA., April 5, 1989.

Six weeks ago I spent a day or two in On my return yesterday I was prepared to see great development, but what I saw transcended my expectations, No such percentage of industrial progress and substantial growth, the two going hand-in-hand, has ever occurred in this country. I have seen Kansas City for months at a time in the very zenith of its growth, but it never made in six weeks, nor in twice six weeks, half such a comparative increase as the last six weeks have brought forth here. Think of it, between 800 and 1,000 houses started since the middle of February! Enough industries have been located here since that time to sustain a population larger than the entire town had on New Year's Day.

Mr. Frederic Taylor, head of the New York banking house of Frederic Taylor & Co., wrote in the MANUPACTURERS RECORD of last week as follows: "In the new town of Florence there seemed to be a dozen different factories going up along the river bank. . bustling town with probably as big a 'boom' as any place in the South. It is beautifully situated on the river, and the country round it is rolling. Some of the new comers, unable to secure houses, are living in tents." Mr. Taylor is correct in every respect, save that his use of the word "boom" may prove misleading. There is a boom, it is true, at Florence, but an industrial boom, a factory boom, a building boom, a railroad boom, not a speculative boom. The managers of the own seem resolved to keep specula down. In this they are right. It will be all the better for Plorence if no specula-tion in lots takes place for months to come. Of course, it will come some day, and those who happen to acquire property quietly at present prices will awake a fine day to find themselves not fam

If the present rate of industrial progress be maintained, next New Year's Di find Florence a city of 25,000 people and with more machinery in motion in her factories than was ever acquired by one town in so short a space of time.

Since I was in Florence six weeks contracts have been let for a cotton factory to cost \$400,000, a furniture factory to cost \$300,000, a factory for manuf turing singletrees and doubletrees with a capital of \$50,000, a jeans factory with the same amount of capital, and a \$20,000 sash, door and blind factory, besides a core of minor industries. Probably twenty large business houses have been during that period.

Since I was here in February, the cham ical works and the Curry Cultivate Works have been completed and are now in operation. The dummy line has been graded and is about ready for the rails Work has begun on a hurdr d on furnace, the works of the Gibson-Hilliand Manufacturing Co; the Florence Gings bam Manufacturing Co.'s factory, the Bennie Bucket Factory, the Ohio Pump Factory, Atlanta Wagon Works, Philadelphia Hosiery Co. and the Florence Suspen der Factory. At all events I didn't e signs of work on the above-named plant when I was down before, but yesterday I now the buildings which they are to occupy far on toward completion.
Seventeen car-loads of machinery for the

F. H. Foster Manufacturing Co.'s mammoth plant arrived to day, and will soon be in motion, worked by two hundred hands, making locks, hinges and small hardware.

But I cannot undertake to give full par ticulars of the manufactories about to be built and in course of construction here Every other man one meets at the hotels or on the streets is here looking for a location. Every house now under way is rented in advance. Instead of the thousand that will be finished before the nation's birthday, there ought to be five thousand. Every one of them would be rented within a week of the appearance of the sign "To By-the-bye I have been in four Alabama towns during the past week and haven't seen that kind of a sign on a single house. I can conceive of no better way of making money than to build tenements in such a town as this

THOMAS P. GRASTY.

A Novel Celebration.

Ingenuity and enterprise are combined in the preparations made for the formal opening of a new health and sporting resort in Eastern North Carolina. Dr. W. R Capehart, proprietor of Avoca, at the mouth of the Chowan river, is the owner of the two great fisheries which were described by a correspondent of the MANU-PACTURERS' RECORD, who visited them two years ago. He is also the owner of an extensive plantation, from whose high bluffs may be obtained many picturesque views of Albemarle sound and the broad and beautiful river that enters it at that point. For years, people who have heard of the attractions of Avoca, have gone there during the fishing season in everincreasing numbers, and have enjoyed themselves so greatly that they have urged the hospitable owner to put up a hotel and to lay out a part of his estate in building sites. Doctor Capehart finally yielded to these repeated requests, and has now a pretty hotel in charge of an accomplished landlord ready for the reception of guests. On Tuesday, the 23d of this month, and On Tuesday, the 23d of this month, and for three days thereafter, this place will be the scene of a formal opening of a new and unique character. On the first day, after a prayer of invocation by a local clergyman, there will be addresses by the governor of the State and other gentlemen, music by a choir of colored singers, a superb dinner, a boat race, a torchlight festival at night, winding up with a clambake for the multitude and a banquet to visiting editors. The next day there will be a fox chase at daylight, and after breakfast more addresses and music, a military parade, a big dinner, races on the Avoca track, a fish supper, a steamboat excursion and a ball. Other entertainments, equally varied, will occupy the next two days, the and a ball. Other entertainments, equally varied, will occupy the next two days, the whole closing on Saturday with a steamboat excursion to Roanoke Island. Among the most prominent speakers announced are Governor Fowle, Governor Jarvis, late U. S. Minister to Brazil, Senators Vance and Ransom, and Henry W. Grady, of the Atlanta Constitution. The beauty of the place, the hospitality of its genial proprietor, and the numerous and, in some cases, unique amusements provided for the occasion, will give this enterprise a capital unique amusements provided for the occa-sion, will give this enterprise a capital send-off. Not every proprietor of a new health and pleasure resort has the ample means which Dr. Capehart commands, and but few can afford to indulge in such a costly method of setting forth their attrac-tions; but if every one seeking patronage for a Southern resort would, so far as his finances permitted, follow this example, and make a bright and attractive opening. a bright and attractive opening. and make a bright and attractive opening, he would find that the reputation thus gained was worth far more than its cost. With a good beginning the desired end is half gained. Painstaking and liberal advertising will do the rest.

It is sometimes said, by those who have not kept themselves informed on the subject, that Eastern North Carolina is slow and dead. Such enterprises as the recent

section of the wastern sorth Carolina is slow and dead. Such enterprises as the recent "Fish, Oyster and Game Fair" at New Berne, and this opening at Avoca, are proofs positive to the contrary. All that section of the "Old North State" is teem-ing with new activities and industries, and in time it is destined to be one of the wealthiest parts of that great Common-wealth.

The Nursling of New England.

FORT PAYNE. THE CITY BEING BUILT BY YANKEE BRAINS AND ENERGY AND MONEY DOWN IN ALABAMA.

A City Owned by a Company Among Whose Stockholders are Nearly Two Thousand Manufacturers and Business Men in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

dence MANUPACTURERS' RECORD.]

FORT PAYNE, ALA., April 5, 1889. This is the industrial city that New England men and money are building in the mineral district of Alabama. It is naturally attracting extraordinary atten-Before describing what I have found here and giving an interview with the Governor of New Hampshire and some facts about the material resources of the land hard by, which I shall endeavor to do directly, I desire to tell how it happens that I feel a peculiar interest in the progress of the place.

During the year 1882 I rode from Bir-mingham to Chattanooga in company with some of the officers of the Queen & Crescent line, among whom was Colonel E. P. Wilson, now general passenger agent of the Chicago & Northwestern Railway. As we approached the sleepy little hamlet, which enjoyed no distinction save that of being the county seat of DeKalb, Colonel Wilson took me out on the rear platform to see the big spring that at this point flows forth from the base of Mount Lookout. This spring is a won der in its way, and after duly admiring it attention was called to the fitness of the valley and the slope on either side for a city site. "Pray tell me," I queried, "the use of a city site where there is never going to be anything but a measly country town." Alas, I knew nothing of the vast deposits of buried wealth in this very vicinage, and while my question exposed my ignorance, it had for its effect the acquisition of interesting information, for my companion then told how, within a short distance of this point, there lay vast deposits of iron ore and coal-coking coal and steam coal-and limestone, and one of the finest beds of kaolin and fire clay on the continent. "And mark the prediction," he continued, "the time will come when right here or hereabouts the development of these deposits will bring into being one of the most prosperous industrial cities in the South.'

If my memory be not at fault I incorporated that prediction in one of a series of articles which I wrote for the Planters' Journal that year on the resources of the region traversed by the Alabama Great Southern Railroad

The next time my attention was called to the superiority of this location for a manufacturing city was about two years ago in Kansas City. At that time I was getting up some articles on the men whose brains and energy and zeal and faith had made a great metropolis there "at the Kaw's Mouth." Among these was Dr. J. M. Ford, who, after giving me some unpublished incidents of the early efforts that had been made in building up that great commercial center, went on to tell about a pleasure trip he had recently taken through the mineral district of Alabama. He emphasized the advantages of Fort Payne, and predicted a city. On account of my interest in the material development of the South, I went somewhat out of my way to print the opinions of this man, who, I knew, was a close observer and a painstaking investigator.

These two predictions were, I believe, the first ever printed indicative of what is now materializing here, and therefore the writer is constrained to feel a peculiar New England will

| interest, a kind of paternal pride, in the progress and prosperity of Fort Payne.

WHAT IS GOING ON.

There are several hundred houses now in course of construction, many of them of the most substantial kind. A magnificent hotel will soon be ready for the luxurious accommodation of hundreds of guests. Miles of streets are being graded. Com panies are being organized almost daily for the establishment of industrial plants. Water works for the diffusion of the clear, clean, crystalline flow from the springs in the very center of the future city, have been contracted for. The money is in bank for a furnace, 200 coke ovens, a rolling mill, to cost a quarter of a million of dollars, glass works, a large wood-working plant, and a multitude of minor industries. In a word, there is life and activity in the very air.

The Future of Fort Payne.

THE GOVERNOR ELECT OF THE GRANITE STATE EXPRESSES HIS OPINIONS.

I found Fort Payne as full of New Englanders as a hive is of bees. Among the more prominent was Hon. D. H. Goodell, recently elected governor of the State of New Hampshire. The fact that he has carefully studied the conditions upon which Fort Payne's prosperity is predicated, and studied them from the standpoint and according to the methods of an experienced business man, and the fact that he is himself a manufacturer. being at the head of (or at least actively identified with) the cutlery works of Antrim, N. H., and the further fact that he is a man of unusual equanimity and conservatism, who always thinks twice before he speaks or acts-these facts, independently of his high official position, should give great weight to his opinions. However, to the thousands in New England who know him, the foregoing is a supererogatory observation. The first question I asked Gov. Goodell was this:

"How many people, do you think, will be found living and working here within the next five years?"

"Not fewer," he replied, "than twentyfive thousand-probably many more.

The last question I asked him was whether he thought the present prices of real estate were too high for safe investment, to which he replied as follows:

"The development here, already assured beyond peradventure, justify investors in paying at least twice the prevailing prices for real estate, and I do not think it would be very risky to purchase at three times the figures now asked. Within eighteen months I think you will see careful buyers paying the prices indicated."

This last opinion is given here at the outset of this report of my conversation with Governor Goodell, because it is the very milk of the cocoanut in the estimation of a very large class of seekers after information about Southern towns people who are on the qui vive for chances to put their money where it will be likely to bring back large returns.

After stating his views on the probable population of Fort Payne, Governor Goodell went on to say that this is a New England enterprise, and the people of TAKE A SPECIAL PRIDE

in making Fort Payne a succeas. "I have never known," said he. "so widespread an interest taken in a similar enterprise, as is now being manifested throughout New England in this, an interest which, moreover, is growing daily. You see there are about nineteen hundred New England stockholders in this company, and the fact that the stock has advanced more than a hundred per cent. since the subscription books were closed, has created immense

I asked him to what fact did he attribute this advance, and he replied that it was due to

PERSONAL INVESTIGATION

of the properties of the Company. Many men who at first took only a few shares, became, after examining the resources of the locality, anxious to increase their hold-The consequence was the demand been growing more and more active ever since the first party of investigating stock-holders set foot in Fort Payne, Stock that originally cost 25 cents on the dollar is now eagerly taken at sixty-five. It is only a question of a short time, in the opinion of many, when it will be in demand at par and even above. It was a notable fact that the entire \$4,000,000 of the Fort Payne Coal & Iron Co.'s stock, offered to the public, was taken in just six weeks from the day the books were opened, (which was on December 11 last) and there came in applications for \$400,000 worth the very day after it had all been sold.

"The success of this venture," Gov. Goodell went on to say, "will have for its effect the diversion in great measure of New England capital

FROM THE WEST TO THE SOUTH, for this solitary enterprise has done more to awaken our people to the opportunities offered by the South than all other attractions that the last ten years have brought fourth."

"Our people," he continued, "who have so far visited Fort Payne are

SURPRISED AND DELIGHTED

with the evident salubrity of the climate; the adjacent mountains, the abundance of clear running streams remind many of us of our native land, and make us feel more at home than would be possible in any flat, monotonous expanse. There would be ten times as many people on the ground to-day

IF THERE WERE ROOMS ENOUGH TO LODGE THEM IN.

The managers of the company are using their utmost endeavors to dissuade people from coming until additional accommodations are provided, but still they come and stay despite the lack of room.

FORT PATHE'S VANTAGE GROUND.

"In my opinion," the Governor said, when asked what particular advantage he relied on for Fort Payne's growth, "the conjunction of coking coal with iron ore is the chief advantage. Ore is worthler without coal. I think iron can be made here as cheaply as anywhere in the South and the quality will be superior. But if we hadn't a pound of iron ore we could build up a city here with coke alone, aided by our limitless steam coal and kaolin for pottery, and clay for first class fire-bricks. We shall sell coke and coal to other Southern cities. We shall turn out pig iron for stoves, car wheels to be made here, and a number of plants will be located to make builders' hardware. New England people are coming here to start every kind of plant that will prosper where iron and coal are cheap, and where the raw material that abound at Fort Payne's very door may be converted into mercantile commodities. They will bring

NEW ENGLAND MANAGEMENT and New England methods here. Enough skilled workmen will be brought to tea

the natives the art of working to advantage. There will be no difficulty in getting all the plants necessary to make a town with double the population I have just predicted."

"Another advantage enjoyed by Fort Payne," he proceeded to remark, "is the fitness of the men identified with it. Mr.

THE CHIEF PROMOTER

of this enterprise, has no superior in his line of thought. I doubt if he has an equal. Mr. Godfrey, the general manager, has had a very large experience as a coal miner and is a business man of rare executive ability. You know all about Dr. Ford. The money that can be commanded in New England for the promotion of any feasible undertaking here is practically without limit, for the place may be said to have succeeded in winning for itself the confidence of our most cautious capitalists."

The Matter of Money.

THE CHIEF DIFFICULTY IN THE WAY OF THE DEVELOPMENT OF MOST SOUTH-ERN TOWNS WILL NOT IMPEDE FORT PAYNE.

For my own part I think the fact that New England has hoisted her colors over Fort Payne and said to the world, "this is my venture, now see what my sons are going to achieve," is guaranty of signal success. As Governor Goodell stated New England, instead of having to be begged and implored, as heretofore, to put up money, will stand at Fort Payne with pregnant purse, inviting meritorious schemes. Of course, she would do more for a Fort Payne enterprise or for an enterprise to be launched at Fort Payne, than for an equally deserving one at any other Southern town up to this time laid out, and vet it stands to reason that other towns will profit by Fort Payne's success. And right here I will take it upon myself to say a word concerning one or two manifestations of

PETTY : EALOUSY

that I have witnessed in connection with Fort Payne's boom. Instead of being jealous and showing ill humor at Fort Payne's wonderful strides, her aspiring neighbors should bid Fort Payne a hearty God-speed. All our Southern industrial towns should be allies, not enemies. There is plenty of room for twenty big cities in Alabama alone. Under the old regime, where selling goods was all there was in sight for a Southern town, jealousy and a desire "to down" a rival was possibly pardonable; for then there was just so much trade, just so many goods to be sold and if one town showed an increase, it was necessarily at another's expense. To day the situation has changed. industries now established and to be es tablished in Alabama and other Southern States will have for a market all America aye, all the world, and neighboring towns will no more stand in one another's way than Lowell stands in the way of Fall River, or Providence in the way of New Haven; in fact, not so much.

A Place for Health

FORT PAYNE DESTINED TO BECOME A

I was told by my friend, Dr Ford, formerly of Kansas City, but now a permanent resident of Fort Payne, where he is vice-president of the new bank and interested in various other corporations, which is a matter for congratulation to their stockholders, that the sanitary department of the Confederate government, when that government fondly hoped to win instead of losing, sent out commissioners to select the most desirable location for a permanent military sanitarium, and the plsteau of Lookout mountain, near Fort Payne, was decided upon as the desirable location, the exhilarating atmosphere having been found

beneficial in every case of general debility. The center of the town is 960 feet above the sea level, and the top of Lookout mountain is here six hundred feet above the town. And so one has to walk only a mile from the depot or from the big spring (that by-the-by pours forth two and a half million gallons of water a day) in order to stand nearly 1,700 feet above the sta. Few people are aware that Lookout mountain, while more or less steep on the Fort Payne side, slopes on the other very gradually. Hence the top of the mountain and its Southward slope is called the Lookout mountain plateau. On the other side of the valley, in the center of which the manufactories at Fort Payne will be located, there runs the gently sloping Red mountain. The consequence is, the drainage of every acre in the town site is almost perfect.

There isn't a marsh or swamp in any direction for many miles. Consequently malaria here is entirely unknown.

There is little doubt but that a great many New England people will build winter homes here, for the situations that nature seems to have specially intended for handsome houses and grounds are numerous and delightful. Roads can be made to almost any altitude that may be shall quote from reports made by Professor G W. West, geological and mineral expert of Birmingham, Ala., and Professor A. F. Brainerd, a chemist and assayer of the same city. The properties of the Fort Payne Coal & Iron Co. embrace 33,000 acres, immediately surrounding the town. A part of this land has been set apart for use as a city site.

I shall devote the rest of this communication mainly to quotations from reports made by the assayer and chemist just mentioned, and to extracts from the very comprehensive handbook which served as a prospectus of the company.

THON ORES.

Mr. Geo. W. West, the mineral expert, under this caption reports as follows:

"The geological formation of the Red mountain is of the Trenton division of the Upper Silurian, carrying two distinct stratified veins or seams of fossiliferous, red hematite iron ore which outcrops on the northwestern side of the mountain, dipping regularly at an angle of ten degrees in a southeasterly direction towards and continuing under Little Wills valley. The upper vein is exposed on the outcrop and can be traced the entire length of the mountain. An opening in this vein has been made on your property to the

lime, and little silicis and alumnis. The brown ore or hematite, recently found, is a rich, hydrated oxide of iron, and high usually in iron, low in silicis and alumnis; no lime. For furnace use I would suggest that there can be five mixtures of these ores to produce pig-iron.

(a) The hard ore slone with 8,500 pounds.

(a) The hard ore alone with 8,500 pounds of coke to a ton of iron produced, or may to three tons of ore. (This is the least nomical ore mixture.) (b) One-half hard ore and one-half red ore, without any limestone, and with about 3,300 pounds of coke or two and one-half ore to a ton of iron produced. (c) The soft red ore, say two tons of ore to 2,000 pounds of lh stone, to 8,200 pounds coke, to produce one ton of iron. (d) Two tons of brown ore to 3,100 pounds coke, 1,500 pounds limestone to produce one ton of (s) Or a mixture of two-thirds hard red ore, one sixth soft red ore, and one-sixth brown ore, and 3,000 pounds coke. These mixtures, being approximately correct only, with slight variations can b brought down to a strictly accurate and working basis.

COAL.

It must be borne in mind that while the iron deposits owned by this company are in Red Mountain, the coal veins are in Lookout Mountain, the town of Fort Payne being situated in the valley between the two. In his report on coal, Professor West says:

"The geological formation of Lookout Mountain is of the subcarboniferous or lower coal measures. The mountain is about six hundred feet high, ten miles in width and nearly flat on the top. The formations and seams of coal dip alightly from both edges to the center.

There are no indications of faults or local disturbances. Openings on your property have been made on two distinct workable seams of coal. The upper sea I designate as No 1, is well defined and has for years been worked for local consumption. It is a clear, bright, free-burning coal, and for steam or heating purposes has few, if any, superiors. The second seam, being the lower, I have designated as the Castle Rock seam. This seam has no parting or slate. It is very clean coal, and makes a superior coke for manufacturing iron. Prof. Brainerd's report will determine more fully the superior quality of the coke. The roof is a massive sandrock and the bottom fire clay, affording unusual facilities for mining, as little timber will be needed to support the roof. The seam measures in the openings on the outcrop thirty-six inches, which will yield fully four thousand tons per acre.

From examinations made extending over seven or eight square miles, it is found that the seams are continuous and virtually unbroken, extending under some twenty thousand acres of your property.

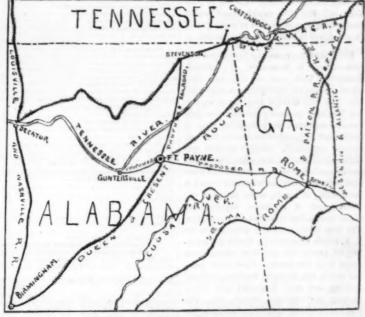
Underlying this Cast'e Rock seam there is doubtless another valuable seam known as the 'Dade,' from which large quantities of coke are supplied to Chattanooga furnaces.

The position of all these scams being above water level, they can be mined very economically.

LIMB.

In close proximity to the coal and iron ore are inexhaustible deposits of lime rock suitable for furnace use or the manufacture of commercial lime."

Prof. Brainerd's report contains, among other things, a suggestion as to the profits that would come from "mining the vast beds and seams of coal for the purpose of manufacturing coke and supplying fuel for manufacturing purposes. I know of no place so convenient; as the coal can be mined from a shaft or tunnel on the outcrop, avoiding water and holsting works, and from thence by gravity let down into the coke-ovens or coal-bins.



FORT PAYNE AND ITS BAILROAD CONNECTIONS.

desired, at an angle not exceeding 15 degrees at the st-epest places.

BUILDING MATERIAL.

There is an inexhaustible quarry here of the most beautiful sandstone, intermixed with quartzite crystals. Some of this I noticed being used for ornamental columns and fronts for the fine business blocks in course of construction. There are also quantities hereabout of a fine-grained limestone that looks like blue marble.

KAOLIN.

Before going into the heavy work of describing the iron ore and coal deposits, a word concerning these wonderful kaolin beds and the adjacent fire brick clay. The queenswave that took the first premium at the World's Exposition at New Orleans was made from this kaolin, quantities of which have for some years past been shipped to Northern pottery works. I saw a report signed by Mr. E. E. Wood, of Cincinnati, a woll-known geologist, who after making an analysis, pronounced this Fort Payne fire-clay "the best he had ever examined."

The Company's Property.

THE COAL AND IRON ORE IN THE VICIN-ITY OF FORT PAYME.

In considering the deposits of iron ore lies on top of the hard. This is a highand coal found in juxtaposition here, I grade ore, larger per cent. of iron, no

depth of about fifteen feet and a large quantity of ore mined ready for shipment. In this short distance from the outcrop where the ore measures thirty inches, the vein has increased to nearly double that thickness and the quality improved. To a large extent this ve'n of ore lies high in mountain above water level and can be mined at a small cost. The ore is of good quality; it has a very desirable condition, viz: running high in lime and low in silicia, sufficient to make it self-fluxing as shown in Professor Brainerd's as This ore is especially adapted for the manufacture of steel by the Henderson process, a practical test having been made with a car-load of the san

About a mile west of Red mountain there is a deposit of brown hematite ore of superior quality. These ores mixed would make a high grade of iron."

Under the above caption, I quote as follows from Professor Brainerd's report:

"The red ore is in two classes—the hard and the soft—the former containing a large percentage of lime with little silicia and average quantity of iron, and is self-fluxing, with a slight excess of lime, which can be utilized in a manner to be described. The soft, red ore is abundant, and usually lies on top of the hard. This is a high-grade ore, larger per cent. of iron, no

This coal is of an excellent quality, and is as good and better than that mined in Tennessee or Georgia, and compares favorably with many coals found in Alabama, and will make as good a coke as is used at Dayton, Tenn , Tracy City, Tenn , South Pittsburgh, Tenn, or at Rising Fawn, Ga., or at the North Birmingham furnaces. Ala., from the Coalburg seam, or many others. Several furnaces are unable at present to run on account of scarcity of

One half of the coal mines in this State are either not coking coals or else have no capital to build coke-overs; hence, consumption is more than production, or the demand great than the supply."

From the hand book of the company I quote as follows:

"The Castle rock coal seam has been thoroughly prospected and defined, and is known to extend under twenty thousand acres of the company's property. The coke from this coal is remarkably high in fixed carbon, and unusually free from impurities. It is also a very strong coke, and admirably adapted for iron smelting. It is the intention of the company to enter upon the manufacture of coke upon a large scale, locating the coke ovens at Fort Payne, upon lands owned by the company.

The coal measures of this Fort Payne property are embraced in two distinct fields, namely, the Warrior and the Lookout mountain extension of the Coosa coal field. Concerning the latter Henry McCal ley, A. M., C. & M E., Chemist and Assistant State Geologist of Alabama, wro'e as follows:

"COOSA COAL FIELD. - This is the smallest, most easterly, and least known of the three coal fields of Alabama. It has an area of something over 400 square miles, and is known to contain at the least three seams of coal respectively, 3 feet, 4 feet, and 31 feet in thickness. This coal is said to be a beautiful black mining coal, rather friable for stocking, but exact. ly suited for coking. It is also said to contain but a very small percentage of ash and sulphur.

Fort Payne was doubtless one of the points Mr. Abram S. Hewitt had in mind when he spoke of places in Alabama where coal and ore were within half a mile of each other. Said Mr. Hewitt: "Alabama is the only place upon the North American continent where it is possible to make iron in competition with the cheap iron of England, as measured not by wages paid, but by the number of days' labor which enter into its production. The cheap st place on the globe until now for the manufacture of iron is the Cleveland district in Yorkshire, England. The distance of the coal and iron from the furnaces there averages about twenty miles. Now, in Alabama the coal and the ore are in many places within half a mile of each other. This region, so exhaustless in supplies, so admirably furnished with coal, so conveniently communicating with the gulf, will be of infinitely more consequence to us for its iron than it has ever been for its cotton. I think this will be a region of coke-made iron on a scale grander than has ever been witnessed on the habitable globe.

My friend, Dr. J. M. Ford, told me that he had been first induced to make the investigations that ultimately led to the location of a city here by reading the article by Prof. Henry McCalley, a brief extract from which has just been given. When I asked him to give me his views as to this great "Castle Rock" vein of coking coal, Dr. Ford said: "It is easily mined owing to the fact that it has a 16-foot sand-rock roof coming down on the coal, and there is absolutely nothing but coal to be Margaret reading. taken out of the mine. When opened the

coal can be taken out as rapidly and as cheaply any other much larger vein, as it can be worked by what is known as the "long walk," as the roof will need no support."

The area covered by the seam of coking coal owned by this company will produce coke enough to run ten 100 ton furnaces for 200 years. In this connection it should be remembered that quantities of coke are to-day being hauled to Alabama furnaces from Tracy City, Tenn; Pocahontas, W. Va., and even from Connellsville, Penna. The fact that the development of this seam will go far toward determining the center of the coke industry in Alabama is in itself enough to warrant all that has been predicted of Fort Payne.

THOMAS P. GRASTY.

A RELIABLE HOUSE.-Messrs. E. C. Garvin & Co., Laight and Canal Streets, New York City, manufacturers and dealers in machinery, announce that they have secured at their new location about 45,000 square feet of floor space, which will be utilized for the establishment of a thoroughly modern "plant" for the manufacture of supplies furnished by the house. The best tools and machinery will be introduced and no efforts will be spared to increase the firm's facilities for early filling of orders. Visitors in New York will find the establishment within ready reach of several lines of rapid transit, an advantage in every way to be desired.

ENGINEERS' SUPPLIES AND STRAM SPECIAL-TIES.-Hines & Robertson, 45 Cortlandt street, New York, send out their new illustrated descriptive catalogue, with price-lists, etc. The firm make a specialty of supplying Keelam's pressure regulator; also their damper regulator, an admirable piece of mechanism designed to economize fuel and prevent explosions. Another of their specialties is Oliphant's feed water heater and purifier, and they likewise furnish the Standard reducing valve, an invaluable device in the heating of hotels, mills, factories, etc. Their stock of engineers' supplies and steam specialties is varied and complete The firm invite particular attention to the F. A. Hines eliminator, a device for expelling oil, grease and grit from exhausts and water from live steam. They claim peculiar merits, too, for their Eureka piston-rod packing, and their Soapstone and Crown packing for railroads, mines, etc. The firm are sole sales agents for the Champion Flue Scraper Co.

THE Thomson-Houston Electric Co. made a "ten strike" in their successful solu tion of the problem of furnishing the requisite illumination at the recent inaugural ball in Washington. Although the time given to furnish the requisite "plant" was limited, the Thomson-Houston Co. went to work with characteristic dispatch and supplied about 2 000 incandescent lamps and 30 arc lamps, representing fully 125 horsepower of capacity, before the date set down for the important event. The entire plant furnished was new, set up on the spot and worked without a hitch, furnishing a test of practical efficiency and mechanical excellence as severe as could well be afforded or expected. The power to work the dynamos was supplied by a 100 horse-power engine furnished by the McIntosh-Seymour Co., of Auburn, N. Y. It is a remarkable feat to take a new engine, which had never been put together until its arrival in Washington, and have it perform the excessive duties required of it on that occasion.

THE Pansy for April brightens our table with its pretty cover. The contents are even more interesting than usual. Pansy (who is undoubtedly the most popular writer to-day of the best class of Sunday-school literature) edits the magazine, and several of the stories this month are from her pen. Margaret Sidney's serial is delightful Circular of the

BUENA VISTA LAND & IMPROVEMENT CO.

On the 10th day of January, 1889, the Buena Vista Co. was organized. At a pub d in Lexington, Va., on the 22d day of January, the subscription books were form day of Feoruary the books were closed with \$750,000 cspital stock subscribed my and State. On the 14th day of February the first annual meeting of the stock permanent organization of the company effected by the election of a president and

LOCATION.

This company has acquired 13,000 acres of land on or near the western slopes of the Blue Ridge mous at the junction of the R. & A. and S. V. railroads in Rockbridge county, Va. This tract embraces it. The celebrated Buena Vista estate, which is beyond comparison the most valuable mineral property So th. It embraces 11,000 acres, covering five miles of the Blue Ridge mineral belt; ad contains textensive beds of the richest brown hematite ore in the South. It also contains apparently larging the management.

most extensive needs of the richest brown members on in the companion of the deposits of manganese.

ad The Green Forest and Hart's Bottom tracts, embracing about 1,200 acres of beautiful level and gently rolling land, lying immediately on North River and the two railroads above mentioned. This tract immediately adjoins the largest Buena Vista ore beds, and furnishes in connection with that property a site for a manufacturing city which has no superior in the country. It not only commands the vast beds of Buena Vista ore, but is the center of a mineral region within a radius of 20 miles and penetrated by the railroads centering here, which in respect to the quantity, quality and variety of valuable or 5, as well as other raw materials, is without parallel.

IRON ORE.

We append the following description and analysis of ores by Prof. M. B. Hardin, of the Virginia Military Institute, and challenge comparison:

	I hese results are as follows:	3		3	4	-
ľ	Sesqui oxide of iron	73.51	81.33	82.69	71.59	68.cs
F	Sesqui oxide of manganese.	.04	do.	.14	.10	20
	Sesqui oxide of cobalt and nickel	.004	.006	.018	.024	0
1	Oxide of zinc	trace	trace	trace	trace	0
	Ox de of copper	,014	.028	.024	-040	
	Alumina	3.70	1.07	.81	3.62	3
1	Lime	.78	.65	-37	.81	2.
٠	Magnesia	.40	.38	.10	-48	2
	*Su phuric acid (aphydride)	Small, not determined.			· 0-	
	Ph-sphoric acid (aphydride)	.805	.602	-437	.366	-339
ı	Water	9.88	10.86	10.44	10.04	9.65
	Silica	10.33	4.60	4.63	12,50	15-53
	Moisture	0.43	0.18	0.48	0 63	0.84
1		99.983	99.706	99.639	100.06	*****
	Metallic iron	51.46	16.93	57-46	50.06	47.61
1	Phosphorus	0.391	0.25%	0.101	0.160	0.148
1	Silica	10.33	4.60	4.63	19.50	15.51
	Phosphorus to 100 parts of iron	0.760	0.460	0.332	0.320	011
٠,	The sulphur is other samples evamined runs from o	1 10 00 W	er cent	- 00	9	

"The sulphur in other samples examined runs from or to on per cent.
The foregoing samples were marked as follows: No. 1, "Lump ore from large exposure on slope called vein No. 4." No 2. "Lump ore, Hays' Bank." No. 3. "Lump ore from shaft." No. 4. "Coarse wash ore from shaft." No. 5. "Fine wash ore from shaft."

Very respectfully. Also analysis by Prof. Andrew S. McCreath, of Pennsylvania; PERCENTAGE OF IRON, &c.

RAILROAD FACILITIES.

The Shenandoah Valley and Norfolk and Western Railroads, under the same management, gives us a direct line to the Pocahontas or Flat-top coal fields. The Richmond & Alleghany and Chesapeake & Ohio Railroads, under the same management, gives us a direct line to the New River and Kanawha coal region. The Baltimore & Ohio gives us a direct line to the Coanellsville coal and coke region. The Baltimore & Ohio and Shenandoah Valley Railroads are direct and competitive lines to the Northern markets. All of the roads here mentioned compete to supply coke and carry away products. The advantages of such a position cannot be over-estimated.

From the foregoing it can be readily seen that no other point in the South can command coke of such trior quality in such abundance, or at less cost.

LABOR.

plentiful supply of reliable white labor can be obtained at this point. The great predominance of population precludes the possibility of race troubles. The few colored people we have here are peaceal need and much more reliable than others of the same race in Southern communities. Surrounded agricultural region, the cost of living here is reduced to a minimum.

CLIMATE.

No other part of the world can boast of a climate so well adapted to industrial pursuits. In winter the temperature rarely falls to zero. In summer it rarely rises to go. We have neither blizzards nor cyclomes. No destructive storms; no zerious epidemics or any of the other eatreme visitations peculiar to Northers, Southern or Western zeroious. Our pure, high, dry, healthy and equable climate conduces to the best of health, and furnishes the energies and opportunity for continuous out-door labor.

PURPOSES OF THE COMPANY.

The Buena Vista Company proposes to develop its magnificent ore beds with great energy; to promote the establishment of furnaces, mills and factories of all kinds, and to build a busy manufacturing city, which shall be second to none in the State. As no other point can compete in natural advantages, the company is in a position to offer more attractive and valuable inducements than any other corporation in the South. Capitalists and manufacturers from the North and West, and representatives of every industry from every section are all invited to find at Buena Vista a congenial, healthy, confortable home and a profitable field for investment and labor. Any one desiring to invest in any kind of manufacturing enterprise will fluid at Buena Vista all that he could desire in the way of first-class facilities and the greatest variety and abundance of raw material, together with such special and valuable inducements as the company will offer. For further information address

A. T. BARGLAY, President Buena Vista Company, Buena Vista, Va

WEST POINT, VA.

Deep Tide-Water Terminal Town

of the great Richmond & Danville Railroad System and of the railways controlled by the Richmond & West Point Terminal Co., including the East Tennessee, Virginia & Georgia Lines.

MATCHLESS HARBOR, INCOMPARABLE CITY SITE.

HEALTHIEST PLACE BETWEEN NEW YORK AND GALVESTON.

Purest drinking water, most salubrious climate on the South Atlantic Seaboard. No mularia in the air. Lighted by electricity. Excellent schools. Churches of all denominations.

Extraordinary Inducements for Manufactories.

All new industries exempt from taxation. Factory Sites Donated. Fifteen hundred and sixty per cent. increase in the value of improved property since 1860. six hundred per cent. increase in population. West Point has never been "boomed" and but little advertised, consequently building lots may still be had at lower prices than prevail at many towns of half the size and one-tenth the propent business of West Point. Last year West Point was the fifth octorport in the Union. Next season it will be the second, for by then the Missouri Pacific will turn over its Arkansas Indian Territory & North Texas cotton to the Richmond & Danville's new line pew being built to the Missiasing River.



THE TERMINAL BOTHL WEST POINT

THOS. B. HENLEY, West Point, Va.

This alone will quadruple the value of West Point property. Lots are now offered at from \$50 to \$1,000, so as to meet the views of purchasers of every olass.

overy onas.
Only 35 miles from Richmond; a night's ride by peniatal steamers from Baitimore (fare only \$\frac{2}{3}\); within easy reach of Phil adelphia. New York and Boston. Steamers from Baitimore deily. Triweekly "Old Dominion" steamers from New York Semi-weekly line steamers from New York Semi-weekly line steamers from New York Semi-weekly line steamers.

Come and see the town and its great docks and sea-going steamers load ing for foreign ports.

Come and drink the health-giving water flowing from any one of West Point's 150 artesian wells



STEAMSHIPS LOADING COTTON AND GENERAL CARGO AT WEST POINT.



GENERAL AGENT FOR THE

Richmond, West Point Land, Navigation & Improvement Co.

FOR SALE.

Timber Tracts, MILLS,

■ West Point Property

BOTH

Improved and Unimproved.

THOMAS B. HENLEY,

× Real Estate ×

Broker M Auctioneer.

C. W. GLIEAVICE

FOR RENT.

Store Houses, MILLS,

Houses M Lots

—IN—

WEST POINT

Wythe County First Premium Mineral and Timber County of the State.

Awarded at Richmond Exposition, 1888.

The best Mineral, Timber and Agricultural County inviting the attention of Railway and Manufacturing Capitalists in the Appalachian Chain.

The best bodies of Mineral and Timber are in close proximity to water powers of unlimited capacity.

No finer health resort in the world. Has an elevation of 2,300 fest above sea level Ores and Minerals in greatest profusion and variety.

IRON ORES.—Brown, Red and Magnetic, occupying 110 square miles of the county territory. Less than 10 square miles of these now yield annually 130,000 tons of ore.

ZINC AND LEAD—The largest deposits in the world. These mines supplied the armies of the Patriots of '76 with lead. The first lead mined in county was in 1756.

this county was in 1756.

SEMI-BITUMINOUS COAL.—Occupies 25 square miles of the county's territory. Limestone for fluxing and for lime in purest qualities known. The decomposition of which makes the most productive soil for grain and grasses.

SUPERIOR FIRE CLAYS are now being discovered.

MINERAL WATERS of great excellence, with established reputations of many years, such as Lithia, Bromide-Arsenic, Sulphur, Chalybeate and Alum.

Splendid Agricultural Facilities.

NATIVE BLUE GRASS, luxuriant growths of Timothy and Clover. Average yield of Wheat, 15 bushels to the acre. The highest yield of Corn to the acre, 105 bushels. Finest location for Creameries in the South.

The Timber Lands of Wythe County,

arge Forests of Car Lumber White

All Capitalists, Manufacturers and Farmers are cordially invited to come. Lands are cheap. Iron can be made as cheap as in Birmingham, from the ores in the world. The Farming Lands are the best all-round crop lands in the entire South.

For any further information, address

FRANK ST. CLAIR, Secretary County Committee, Box 37, Wytheville, Va.

A SUMMER RESORT
2,300 Feet Above Sea Level.
Pure Oxygenated Air, Broad
Streets, Fine Pavements,
Mineral Waters.

WYTHEVIL

IRGINIA

THE COMING

Winter Sanitarium

OF THE SOUTH.

Dry Atmosphere, Tempered Winds, Pure Water, Macadamized Streets, Turnpike Roads, Mineral Waters.

THE SARATOGA OF THE SOUTH."

AN ALL THE YEAR-ROUND RESORT.

With its present capacity cannot accommodate the crowds of summer visitors. Hence, to secure a large modern hotel the town council will donate a site containing ten acres of land, beautifully situated, with commanding views of surrounding mountains, and perfect drainage, to any person who will build one.

The town is situated on the summit of the Alleghanies, 2,300 feet above tidewater, 133 miles from Lynchburg, 71 from Bristol, Tenn., and on the line of the Norfolk & Western Railroad, midway between New York and New Orleans. Population 3,000. No better place situated for a summer and winter resort.

Its air is pure and invigorating. During the summer months a pleasant mountain breeze cools the heat of midday, and a blanket is requisite for comfort during the night. It is recommended by eminent physicians to those suffering with consumption, catarrh, dyspepsia, nervous prostration and insomnia.

It is beautifully laid off in squares, with wide streets, many of which are macada-

mized and adorned with spacious yards. It is the center of a network of country roads, all affording delightful drives for health and recreation. It is situated in the famous blue grass region, and the grass is of spontaneous growth.

It contains an ever-flowing fountain of excellent alum-chalybeate water on Main street, especially recommended for dyspeptics and delicate ladies and feeble children, free to all. Within a few miles is the celebrated Cove Lithia Springs, specially noted for its curative powers. Limestone and Freestone Water can be had in abundance.

Its church, school and collegiate facilities are superior to those of any summer resort in the State.

FREE FROM MALARIA. FREE FROM MOSQUITOES. FREE FROM CYCLONES. FREE FROM EPIDEMICS.

19 Hours From New York. 12 Hours From Washington. 37 Hours From New Orleans. 24 Hours From Memphis. 20 Hours From Louisville. 12 Hours From Nashville. 24 Hours From Savannah. 15 Hours From Atlanta. 6 Daily

Trains. 1 Telegraph Office. 2 Banks. 1 Insurance Company. 2 Weekly Papers.

ADDRESS

C. W. GLEAVES, Mayor.

Anniston

and Cotton Industry

"The Model City of the South."

IT IS

The Profits of Labor only that can add to the wealth and prosperity of a nation or community. It is this only that can make business successful and profitable, sustain and add to the value of real estate.

WHERE

Nature's resources are greatest, where nature's capital in rich agricultural lands, and where iron, coal and other useful minerals are most abundant, most accessible and of superior quality for all purposes, there will capital find its safest investment, largest returns and labor reap its richest reward. It is to the Anniston District where the best professional mining engineers and experts of the United States declare the great center of the iron industry of the South will drift, where its manufacture will be most permanent and profitable, and where ores in the greatest abundance and accessibility exist, and where they will be most easily mined, that this applies.



WOODSTOCK FURNACES-ANNISTON.

The Development of the Past Fifteen Years

Confirms all this, and every year convinces the experts of the correctness of their judgment. It is no longer opinion based on scientific and practical education; it is a fact that is clearly and successfully demonstrated, so that the visitor to the Anniston District can see at every step. The four iron furnaces that have been so long and successfully operated, and the new plant now being erected, and rapidly approaching completion, which will be capable of producing one hundred thousand tons of pig iron a year, demonstrate that

NOWHERE ELSE IN THE SOUTH-

Has the iron industry been so profitable and so successful, or been established on so permanent a basis, and of no district is this so universally conceded by all, while nowhere else have arrangements been perfected and already established on so complete a scale to work the crude iron into higher branches of manufacture to increase its value, and to bring into the district the profits of skilled labor. THE GREAT CAR WHEEL WORKS OF NOBLE BROS. & CO., their rolling mill and steam forge and machine shops, and the Alabama Car Works, have been absorbed by the

UNITED STATES ROLLING STOCK COMPANY,

With a capital of \$4,000,000, for the purpose of adding to and enlarging the entire plant to build TWENTY CARS A DAY. Everything that goes into the creation of a car, except the tin for the roof and the wire nails, will be created from Anniston's crude material by her labor and skill. Fifty tons of wheel iron will be made into car wheels daily, twenty tons into car axies, fifty tons of pig iron into car and other castings, and fifty tons into bar iron and bolts, making nearly ten thousand dollars per day added to the wealth of the country by profitable labor converting nature's capital to the use of the country by profitable labor converting nature's capital to the use of mill represent a cash outlay of \$1,000,000. One thousand skilled mechanics will be employed as soon as the great enlargements under way can be completed.

THE STEEL BLOOMARY

Consumes and increases the value of twenty tons of pig iron per day, while the Pipe Foundry converts to the use of man TWO HUNDRED TONS OF PIG IBON PER DAY in one of the largest and best planned and most convenient labor-saving works on this continent. The Foundry of Murray & Stevenson, Engine and Machine Works of Pinder & Co., and Boiler and Sheet Iron Works of J. & D. Noble, all add to the consumption of crude material by the creation of finished work.

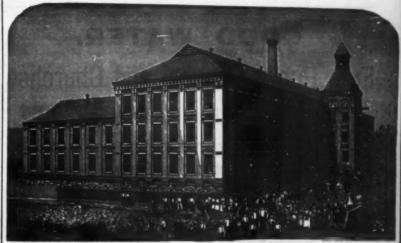
NOR IS IT TO IRON ALONE

That Anniston relies for increase of wealth and population. The Cotton Factory, with eleven thousand seven hundred spindles and three hundred and seventy-five looms, employing over three hundred and fifty operatives, adds greater value to the products of agriculture by converting six thousand bales of cotton into cotton cloth. The immense ninety-inch Morse Cotton Compress, with its brick warehouses, is fast making Anniston a cotton market and commercial center, and aiding its wholesale and retail merchants to extend and hold the trade of the country tributary to Anniston that its system of railroads has opened to them. The Georgia Pacific, the East Tennessee, Virginia & Georgia Railroad systems,

Give Direct Communication and Through Rates

To all parts of the country, while the Anniston & Atlantic Railroad, built by Anniston capital to open up new agricultural and mineral resources, gives Anniston, by connection with the Central of Georgia system, communication with the Atlantic sea coast and the new Anniston & Cincinnati Railroad, built and owned by Anniston citizens, opens up new resources and connections, and a shorter line with the great Northwest.

The proposed extension of the Anniston & Atlantic Railroad to Blocton will give another and shorter line to the great Cahaba Mines, producing the very best coal for domestic and manufacturing purposes in the South. Forty thousand acres of these coal lands, upon which a million and a half dollars have been lately spent in opening new mines and building several hundred coke ovens, ALL OWNED AND CONTROLLED BY ANNISTON CAPITAL, and developed to mine and manufacture three thousand tons of coal and coke per day, secures to Anniston for generations to come a full and certain supply of cheap fuel for all her industries, operated where a rich agricultural country can feed a manufacturing and commercial people, and where the



ALABAMA MANUPACTURING COMPANY'S COTTON MILL-ANNISTON.

Best, Healthiest and Most Invigorating Climate in the World,

With mountain air and pure water, and an elevation of nine hundred feet above tide water, insures the health and comfort of the workman and his family; where health and comfort stimulate and lighten labor, and secure to it and its industries the reward due to both. It is these advantages which have been given by nature that enabled Anniston's citizents to create her past and present prosperity, and which secure her future. It is that they may participate in and avail themselves of these advantages that Anniston invites NEW CAPITAL AND TALENT AND ENERGY from all sections. We invite all to come and see, and on the spot to judge for themselves of Anniston's great resources and possibilities. The comfort and quiet of the iamous Anniston Inn will make a visit to our city a treat and pleasure. Any information, attention and courtesy will be given and shown by addressing or applying to the

ANNISTON CITY LAND CO., Anniston, Ala,

The Iron Manufacturing Center of the South.

At the head of navigation, on the Tennessee River, Sheffield is the natural outlet for the mineral and manufacturing products of Alabama and the neighboring States seeking a water route to points on the Ohio and Mississippi Rivers, and to the Gulf of Mexico, as well as the best distributing point over Alabama, Eastern Mississippi and East Tennessee, South Carolina, Georgia and Florida for Northern and Western produce, groceries, provisions, machinery, &c. Three Railroads already completed and in operation, and several others assured. Principal shops of the Memphis & Charleston Railroad, in which cars and locomotives are to be built, are under contract to be erected here. These will employ between four hundred and five hundred mechanics and cons quently, with their families, will make an increase in population of at least two thousand people. Shops of three other railroads are contracted to be located here, some of them being now under construction.

Five Completed Blast Furnaces,

HAVE A CAPACITY OF 700 TONS PIG IRON PER DAY.

Experts do not hesitate to say that iron can be manufactured more cheaply at Sheffield than at Birmingham, and its river transportation facilities will enable Sheffield iron to reach the principal markets at a saving of from

\$2.00 TO \$2.50 PER TON.

The quality of the iron produced is pronounced by consumers to be the best from any furnaces in the South.

The following are among the Corporate and Private Enterprises belonging to Sheffield:

- 1 The Sheffield Land, Iron & Coal Company, capital \$1,000 000.
 2 The Sheffield & Birmingham Coal, Iron & Railroad Company, capital \$7,500,000, owners and operators of three blast furnaces, the Sheffield, the Sheffield & Birmingham Railroad, coke ovens and coal mines near Sheffield.
 3 The Sheffield Furnace Company, capital \$150,000; assets \$500,000.
 4 The Lady Ensley Furnace Company, capital \$25,000; publishes daily paper with associated press report and weekly paper.
 5 The Sheffield Ico Company, capital \$25,000.
 7 The Sheffield Ico Company, capital \$25,000.
 8 The Sheffield Ico Company, capital \$25,000.
 9 The Sheffield Manufacturing Company, \$30,000.
 10 The Eureka Brick & Lumber Company, \$30,000.
 11 The Sheffield Furniture Manufactory.
 12 The Howard & Busch Brick Company.
 13 The Sheffield Bakery and Bottling Works.
- 3 The Sheffield Furnace Company, capital \$150,000; assets \$500,000.
 4 The Lady Ensley Furnace Company, capital \$200,000.
 5 Enterprise Publishing Company, capital \$25,000; publishes daily paper with associated press report and weekly paper.
 6 The Electric Light and Gas Fuel Works, \$25,000.
 7 The Sheffield Ge Company, capital \$25,000.
 8 The Sheffield Manufacturing Company, \$30,000.
 9 The Sheffield Contracting Company, \$60,000.
 10 The Eureka Brick & Lumber Company, \$30,000.
 11 The Sheffield Furniture Manufactory.
 12 The Howard & Busch Brick Company.

- 35 Knowles Knitting Mill, \$30,000. 36 Sheffleld Tapestry Works, \$40,000. 37 Robbins Machine Shop and Foundry, \$50,000. 38 Shiffleld Cotton Mill, No. 1, \$50,000.

- 38 Sh filled Cotton Mill, No. 1, \$50,000.
 39 Owen Pink Mixture Company, \$100,000.
 40 Bell Telephone & Telegraph Company.
 41 Fould's Shoe Factory, \$20,000.
 42 Enterprise Wood-working Company, \$30,000.
 43 The Sheffield Harness & Saddlery Company, \$20,000.
 44 Principal Shops of the Sheffield & Birmingham R. R.

Aside from the foregoing, the following are in course of construction and may be considered positive: Principal Shops of the Nashville, Florence & Sheffield Division of the Louisville & Nashville Railroad.

Reasonably certain to be secured in the near future are the following, in regard to which negotiations are pending: A Rolling Mill, a Large Machine Shop, a Cotton Mill, a Large Steel Plant.

GOOD WATER.

Free Public Schools and Churches

Drainage Excellent. Health and Climate Unsurpassed.

Splendid Opening for Men of Push and Energy. No Better Point for Profitable Investment.

-NO "OLD FOGY" ELEMENT HERE.

Sites for Manufacturing Enterprises.

AND FOR FREE PUBLIC SCHOOLS AND CHURCHES.

Donated by Sheffield Land, Iron & Coal Company.

Population January 1st, 1887, 700; August 21st, 1887, by actual count, 2,583. Increase of population, 300 per cent. in eight months, and only limited by accommodations. Present estimate (August, 1888) fully 3 500. Four years ago the site of Sheffield was cultivated as corn and cotton plantations, and was without a railroad. Numerous two and three story brick business houses, and one and two-story dwellings have been, and are being erected. The class of buildings will compare favorably with those in cities of 20,000 inhabitants. Limestone of excellent quality for fluxing iron in unlimited quantities at the furnaces' sites. First class building stone and brick clay abundant. Rich and extensive deposits of Brown Hematite iron ore within twenty miles, along the lines of two Sheffield railroads, which, by actual results in the furnaces, yield above 50 per cent. metal. Iron of high grade is being made with a pound of coke to a pound of metal-a result never before accomplished with Southern ores and coke. The Sheffield & Birmingham Railroad runs through the heart of the Warrior Coal Fields, which abound in first-class Coking, Steam, Gas and Grate Coal. Timber is abundant and cheap. The Memphis & Charleston Railroad, Sheffield & Birmingham Railroad, and Nashville, Florence and Sheffield branch of the Louisville and Nashville Railroad are now in operation into Sheffield, Surveys of three other railroads have been recently completed to Sheffield, which will soon be the best combined river and railroad transportation center in the South. Every merchant and every established manufacturing enterprise is doing a profitable business. More are needed. For further information address

WM. L. CHAMBERS, Vice-President and Manager,

SHEFFIELD LAND, IRON & COAL COMPANY,

* DEGAHUR LABAMA

The New Industrial City of the Great Tennessee Valley.

ECATUR is situated in Morgan County, in Northern Alabama, on the great Tennessee River. New Decatur, at first an addition to Decatur, is now a separate municipality. It is free from overflow or miasmatic influences, and enjoys refreshing breezes throughout the summer season. All the geographical conditions of Northern Alabama are favorable for a mild, salubrious and uniform climate. Great extremes of temperature are never experienced here. Decatur lies midway between the heat of the extreme South and the severe cold of the North. The nights are always cool and pleasant. The winters are mild. Potatoes and other early vegetables are planted in January and February, and mature and come into market about the time people are making their gardens in the North. The mortuary statistics prove the climate to be very healthful. Yellow fever was brought to Decatur from Florida in 1888, and lodged in the old town, owing to the tearing up of streets for the purpose of ballasting, but this will be guarded against in future. New Decatur was not affected. The water supply is abundant, and of the purest quality. Within a few miles of Decatur are famous mountain resorts, delightful places for pleasure seekers and homes for invalids, including the Monte Sano Hotel, situated on a mountain 1700 feet above the sea level, overlooking the quaint old town of Huntaville, celebrated for its wealth overlooking the quaint old town of Huntsville, celebrated for its wealth and social refinement, and its wonderful spring. From this mountain is to be seen a panorama of picturesque scenery rarely equalled.

Adjacent to Decatur in the Tennessee Valley are some of the finest farming lands in the world. The soil is a rich mineral, producing luxurinterest in the world. The soil is a rich mineral, producing luxur-iant crops of every grain, vegetable and fruit of the temperate zone, and is especially adapted to wheat, corn, oats, the best of grasses, garden products, cotton and tobacco. Wild lands can be bought at very low prices, and improved farms that will compare favorably with the best in Ohio, Indiana, and Pennsylvania, at moderate prices. Land can be rented for truck farms

exceeding \$11.00 per ton, and car-wheel iron at \$14.00. The inducements for establishing foundries, forges, rolling mills and other works for the manufacture of the enormous future production of iron in Alabama are not surpassed at any other point. Coal for manufacturing purposes is now delivered in Decatur by rail from the great Warrior coal fields for \$1.85 per ton. The mines up the river are preparing to deliver coal in barges, which will reduce the price. In the production of coke, Alabama ranks second only to Pennsylvania. At or near Decatur can also be obtained the best of limestone, asphalt, building stone, fine marbles and granite, sand for glass making manganese fire clay, and the finest of clay for brick.

There is no more favorable location for cotton mills than at Decatur.

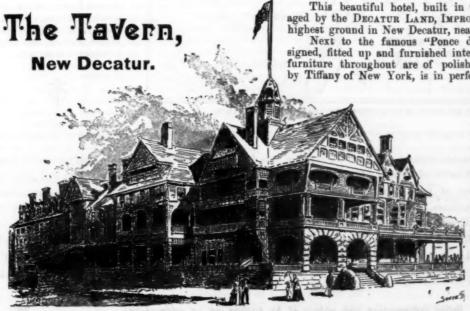
There is no more favorable location for cotton mills than at Decatur, the advantages for procuring the raw material and labor, and in the way

of freights, being unsurpassed.

Adjacent to Decatur is a wealth of the finest timber in the world, consisting of extensive pineries, and immense forests of oak, walnut, poplar, ash, cherry, and gum. Decatur is one of the largest hard-wood producing centers in the South, and is above all things especially adapted for every description of wood manufacture.

The facilities for transportation are already excellent, and will soon be unsurpassed. Two trunk lines cross each other at Decatur, the Louisville & Nashville, and the East Tennessee, Virginia & Georgia. Two more roads are in course of construction. Thirty rivers will be accessible by steamers are in course of construction. Thirty rivers will be accessible by steamers after the completion of the Government works at Mussel Shoals, below the city, in June, 1889, and the Tennessee River will be opened to navigation from Knoxville, Tenn., to the Ohio and Mississippi. As the "long-haul" clause of the Inter-state Commerce Law does not apply to places located upon navigable waters, this will result in active competion between the railroads and steamboats. The railroads at Decatur have built switch tracks through the manufacturing districts of the city, and a company has been formed to build a belt line. There is no better location in the United States for any kind of manufacture, especially wood, iron and cotton manuand Pennsylvania, at moderate prices. Land can be rented for truck farms at from \$3.00 to \$5.00 per acre, and the crops find ready sale at home or for shipment North at remunerative prices. Labor for farm purposes is cheap and easily procured. The special advantages of Alabama for stock raising are worthy of attention, both as regards climate, abundance of native grasses and water, and the advantages of markets.

As regards the great iron industry, which is attracting the attention of the civilized world to the "New South," the location of Decatur is very favorable for the manufacture of iron at low cost. Iron ore for the manufacture of ordinary charcoal or coke iron is laid down here from the iron districts south of Decatur at \$1.85 per ton. Within easy distance are abundant supplies of fuel and limestone, and the very best charcoal is manufactured here. Ordinary pig iron can be manufactured at a cost not



This beautiful hotel, built in the picturesque Queen Anne style, is owned and managed by the Decatur Land, Improvement & Furnace Company. It is situated on the highest ground in New Decatur, near the company's new Union Depot.

Next to the famous "Ponce de Leon" in Florida, it has the most elaborately designed, fitted up and furnished interior of all the Southern hotels. The wainscoting and furnished interior of all the Southern hotels.

signed, fitted up and furnished interior of all the Southern hotels. The wainscoting and furniture throughout are of polished Alabama oak, and the frescoing, which was done by Tiffany of New York, is in perfect harmony with the surroundings. The whole house is a marvel of artistic taste, cosy comfort and exquisite cleanliness. It is lighted throughout by electricity. Externally, the spacious verandahs and porches remind the traveler of the hotels at the best class of summer resorts. Massive arches of handsome stone at the enterior perfects add an element of solidity to the exposure. resorts. Massive arches of handsome stone at the entrance porches add an element of solidity to the general appearance. At present the house can accommodate 125 guests with ease. In the near future the original plan will be carried to completion, by adding a wing of the same design, and so doubling the capacity. No feature of this unique establishment will excite more favorable comment than the bill of fare, the cookery and the service. The traveler will find the dining room an oasis in the desert of his experience with the average of even first-class hotels. The object of the Land Company is not that of the ordinary landlord, simply to make money, but to attract and please. "The Tavern" is intended to be and is a trump card in advertising Decatur.

For Maps, Illustrated Pamphlets and Specific Information, Address

The Decatur Land, Improvement & Furnace Company

Morristown,

The Plateau City of the Great Valley of East Tennessee

is beautifully located on a plateau of Bay's Mountain, about equi-distant and tobacco are grown to perfection, and where fruits and berries abound. about 1,350 feet, while the hills and mountains immediately surrounding it rise to an altitude of 1,935 feet, affording views of surprising extent and grandeur, and at the same time so modifying the temperature that the therwinter. Its drainage is admirable, and malaria is unknown. It has nearly agricultural district in the State, where all the cereals and all the grasses them, than any city on the Continent.

from the Cumberland Mountains which bound East Tennessee on the It has hundreds of thousands of acres of unculled forests accessible to northwest, and the Alleghany Mountains which bound it on the southeast, it, abounding in Poplar, Pine, Hemlock, six varieties of Oak, Chestnut, and is 300 feet above Holston River, which washes the north base of the Hickory, Cedar, Maple, Birch, Beech, Sycamore, Gum, Locust, Laurel, plateau three miles from the city. Its mean elevation above sea level is Buckeye, Mulberry, Ash, Cherry and Walnut. The Celebrated East Tennessee Marble underlies a part of the city, and it is surrounded with rich deposits of Iron Ore, Manganese Ore, Zinc Ore and Lead Ore. It has been said by one who has made a study of the subject, that within a radius of mometer rarely registers higher than 90° in summer or lower than 10° in 50 miles around Morristown every variety of iron ore in the United States can be duplicated, and a coke can be made equal to Connellsville coke. We claim trebled its population since 1880, having now about 4,000 inhabitants. without hesitation that Morristown has in its immediate It is the commercial and business center of the richest and most extensive vicinity richer mineral ores, and a greater variety of



MORRISTOWN

has Railroad Faciliti's equal to any city between Lynchburg and Chattanooga, and they will be speedily increased by the completion of the Carolina, Cumberland Gap & Chicago Railway, making the shortest possible railway route between the great cities on the Ohio River, Cincinnati and Louisville, and the seaboard cities, Charleston, Port Royal and Savannah. Besides, the Baltimore & Ohio Railway will probably extend a branch to it from Lexington, Va., and the Tennessee Midland will in all probability be built to Morristown, and a line be built giving direct connection with





MAP SHOWING RELATION OF MORRISTOWN TO THE COUNTRY



MORRISTOWN

has a citizenship composed almost exclusively of native born Americans. It boasts a splendid system of Graded Schools, Five Commodious Brick Churches, the finest Courthouse in Upper East Tennessee, an Opera House that will seat 600 people, two Solid Well Managed Banks, a flourishing Building and Loan Association, two of the Largest Commercial Flouring Mills in the South, Stove Works, an Agricultural Implement Factory, two Woodworking Factories, a Tobacco Factory, a Carriage and Wagon Factory, and many industries of lesser note.



It is lighted with electricity, and has water works under contract, and is now inaugurating a system of street railways. Its climatic advantages, its unsurpassed record for healthfulness, its abundance of pure water, iron, manganese, zinc and lead ores, marble, coal and timber, mark it as a place destined to be the commercial, manufacturing and railway emporium

To expedite this destiny the city authorities have wisely exempted from taxation for ten years all manufacturing establishments that will give employment to fifteen or more persons, and the county authorities have done its central and beautiful location, its transportation facilities, its fruitful the like, so that manufacturing establishments will be exempt from all agricultural surroundings, its contiguity to rich and exhaustless fields of taxation for ten years, except the merely nominal tax for State purposes. There has been no "boom" or inflation of prices at Morristown, and, as it possesses within itself and contiguous to it almost every element of wealth, of Upper East Tennessee, Western North Carolina and Southeastern it now presents the most inviting field for investment of any city in the South.

Persons who may desire fuller information can obtain it by calling on or addressing

MONTVUE LAN COMPANY

POSTOFFICE BUILDING, — MORRISTOWN, TENNESSEE.

***CONSTRUCTION DEPARTMENT.

B PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

"Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

AT In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS'

THE great industrial development throughout the South continues to show an ever-increasing activity, and the attention of Northern capitalists is being turned Southward as never before New England, which has heretofore sent its surplus capital and energy to the West, is now making heavy investments in the South, and Hon. Henry B. Pierce, Secretary of State of Massa chusetts, in a letter to the MANUFACTURERS' RECORD, published in this week's issue, referring to this fact and to the vast mineral wealth of this section, says: "I am thoroughly convinced that it is to be the great iron center of the world, and that the people will marvel at the growth which will brought about during the next twentyfive years. * * I predict for the New South an era of prosperity which shall eclipse any which has ever been achieved in any other section of our great country (stalics ours), so remarkable for its successes in that line." Governor D H. Goodell, of New Hampshire, in an interview with a correspondent of the MANUFACTUR-ERS' RECORD, referring to the great success which has attended the organization of a \$4,000,000 company of New England capitalists to build a town at For: Payne, Ala, says that there are over 1,900 stockholders in this company and "the success of this venture will have for its effect the diversion in great measure of New England capital from the West to the South, for this solitary enterprise has done more to awaken our people to the opportunities offered by the South than all other attractions that the last ten years have brought forth," Thus New England capital as well as the vast accumulations of wealth in New York are turning Southward for investment. This means an era of unprecedented activity. As illustrating the progress which is now being made throughout the South and which should stimulate the people of every town in that section to renewed energy, Florence, A'a, which seven months ago had probably not over 2,500 inhabitants and comparatively few industrial enterprises, has since the first of last September, been able, by the energy of its business men, to secure the location there of twenty new factories, every one of which is either at work or else its buildings are under construction, the aggregate cash capital of these plants being \$1,500,000, and the number of hands to be employed upwards of 5,000, while about 1,000 dwellings and business houses have been commenced since the first of January, and still greater progress is predicted. While Fort Payne's development is due to New England men and money, this wonderful growth of Florence has come almost wholly through the work of Southern men. Among other enterprises reported by the MANUFACTURERS' RE-CORD for the week are a \$200,000 coal and coke company at Birmirgham; rolling mill and patery work: a: Fort Payne; the purchase

of 30,000 acres of Alabama coal land by New England capitalists; a \$1,000,000 coal mining company in Arkansas; six cottonseed oil mills, three of them to be very large, one at Baton Rouge, La., one at Charlotte, N. C., and one at Houston, Texas; a \$150,000 furniture factory company at Asheville, N. C.; a \$15,000 furniture company, Lenoir, N. C.; 5,000-spindle cotton mill at Concord, N. C., where a \$300,000 cotton mill and a \$1,000,000 cotton bag factory were reported last week; a cotton mill at Laurens, S. C. In every part of the South this remarkable activity is seen, and every day adds to the list of enterprises which are destined to add so immeasurably to the wealth of this whole section. One town after another steps into line, and as Mr. Frederic Taylor, the New York banker, said in his letter in the MANUFACTUR-ERS' RECORD last week, there is "a continuous and unbroken strain of what has been aptly termed the music of progress, 'the whir of the spindle, the buzz of the saw, the roar of the furnace and the throb of the locomotive."

ALABAMA.

Anniston—Water Works.—T. G. Bush, of Mobile, reported last week as getting estimates on materials for water works to be built by him, will erect two pumping engines, each of 3000,000 gallons daily capacity, and lay about 18 miles of pipe.*

Anniston-Electric-light Plant.—The Anniston Gas & Light Co. will add an electriclight plant at once.

Anniston—Printing—Nunnalee & Sons, publishers, have purchased a site, 25x120 feet, on which to erect a three-story iron and stone building for their printing office.

Anniston—Rolling Mill.—J. R. Barber, of Cedartown, Ga., who lately bought the Anniston Bloomary, is considering changing the plant into a mill for making plate and merchant bar iron.

Anniston—Candy Factory.—The candy factory of T. W. Owen will be removed from Opelika to Anniston.

Bessemer—Saw Mill,—A saw mill is reported to be built.

Bessemer—Iron Furnace.—The De Bardeleben Coal & Iron Co. have blown in their No. 2 furnace just completed.

Bessemer-Railroad.—The Louisville & Nashville Railroad Co. (office, Louisville, Ky.) will build a branch line from Ebernant to the Dudley lines, about 4 miles.

Birmingham — Preserve Factory,— The American Packers' & Preservers' Association will probably locate their Southern branch factory in Birmingham.

Birmingham — Railroad.— J. Cary has commenced work on his contract on the Birmingham Mineral Railroad in Shade's Valley. The road is to be about 10 miles long.

Birmingham — Railroad.—J. W. Worthington & Co., who have the contract to build the Red Gap extension of the Birmingham Mineral Railroad, have sublet the contract to Reed, Fortenberry & Co. for 2 miles; Carpenter Bros., 1 mile; M. McTighe & Co., 2 miles; Sims Bros., 2 miles, and Adams & Minge, 1½ miles.

Birmingham—Water Works and Electriclight Plant.—The East Lake Land Co, have decided to issue the \$100,000 of bonds previously mentioned and will build water works, electric-light plant and other improvements at East Lake.

Birmingham — Coal Mining, &c.—The Alabama Coke & Coal Co. has been incorporated by J. T. Moncreif, E. A. Carriere and Walter Moore with a capital stock of \$200,000.

B.o'cen Arrow-Coke Ovens -The Coosa

Coal & Coke Co. will, it is said, build 90 more coke ovens.

Dadeville - Cotton Factory.-A cotton factory is projected.

Florence—Brick Works.—McGarry & Co, are erecting a building for the pressed brick works previously mentioned.

Florence—Planing Mill.—Nichols & Co, are considering the enlargement of their planing mill.

Florence — Pump Factory — The pump factory previously mentioned is being built by the Sersge & Reynolds Pamp Co. Capacity will be 300 pumps daily. Will employ 50 hands.

Florence — Railroad,—The Lauderdale Manufacturing Co., reported last week as surveying for a belt railroad, expect to have same completed by May 10.

Florence—Furniture Factory.-A \$200,000 furniture factory is to be built. The Florence Railroad & Improvement Co. can give information.

Fort Payne — Electric-light Plant — The Fort Payne Coal & Iron Co, will erect an electric-light plant.

Fort Payne—Glass Works.—Glass works are reported to be built. The Fort Payne Coal & Iron Co. can give information.

Fort Payne — Coke Ozens.—The Fort Payne Coal & Iron Co. will build 200 coke ovens.

Fort Payne—Water Works.—Water works are to be built and contract has been let. The Fort Payne Coal & Iron Co. can give information.

Fort Payne—Coal Lands.—Chas. E. Levy, trustee of a New Orleans syndicate, has purchased 15 000 acres of coal lands near Fort Payne from W. J. Cameron, of Birmingham, for about \$100,000.

Fort Payne—Pottery Works,—It is reported that pottery works will be removed from East Liverpool, Ohio, to Fort Payne, If correct Fort Payne Coal & Iron Co. can give particulars.

Fort Payne-Carriage Factory.-A. J. Rehkoff will build a carriage factory at once.

Fort Payne—Saw Mill, &c.,—The North Alabama Lumber & Wood-working Co. has been formed and will build a saw mill, capacity 15 M feet daily, and a wood-working factory.

Fort Payne — Iron Mines.— The Fort Payne Coal & Iron Co. have located two large beds of iron ore and will open mines at once.

Fort Payne—Pottery Works,—A. S. Lowenthal, of Birmingham, has purchased kaolin deposits and will establish large pottery works.

Gidsden — Dammy Railroad.—It is reported that a syndicate of capitalists have purchased the dummy line and will extendit to Beach Creek Falls, and build a new track to Atalla.

Gadsden—Furniture Factory.—A threestory furniture and coffia factory, 34x130 feet, is being built. Will employ 30 hands. C. A. Adams is manager.

Gadsden — Weod-working Factory.— A Boston syndicate has purchased 30,000 acres of timber and ore lands and intend building a large wood-working factory.

Gadsden—Cotton Factory.—Negotiations for the establishment of a \$200,000 cotton factory are pending. The Gadsden Land & Improvement Co. can give information if anything is done.

Gadsden—Iron Furnace, Rolling Mill. &c. G. L. Morris, of Birmingham, is negotiating the sale of a controlling interest in the Gadsden Land & Improvement Co. to Northern capitalists. It is stated that if

the sale is made the Gadsden Alabama Furnace Co. will increase capital stock \$200,000 and that a rolling mill will be built.

Greenville—Cedar Works.— The Richmond Cedar Works, of Richmond, Va., previously reported as to build cedar works, have let contract for furnishing bricks to Milton Bark.

Greenville—Railroad.—The Louisville & Nashville Railroad Co. (office, Louisville, Ky.) will, it is reported, build a branch sailroad from Greenville to Marianna, Fla.

Greenville—Furniture Factory,—It is rumored that a furniture factory will soon be started.

Gurleys-Cedar Factory,—John L. Bowen, reported last week as having nearly completed his pencil cedar factory, expects to double the capacity soon.

Harpersville — Saw Mill. — Cockran & Hayes are rebuilding their saw mill on a larger scale.

Harpersville — Oil Land.—Dr. Johnson has, it is reported, purchased land to develop petroleum on same.

Huntsville—Gas Works.—The Huntsville Gas Light Co. will meet April 24 to consider the increasing of the capital stock \$35,000 and the issuance of boxds to the amount of \$50,000, to enlarge and improve their works. Have completed purifying house, and will build holder with capacity for 70,000 feet pas.

Jasper—The Blackwater Land & Lumber Co, has been incorporated.

Jonesville—Dammy Railroad.—It is reported that surveys for a dummy railroad from Jonesville to Rockell's Station are being made.

Mobile—Handle Factory.—J. R. Brumby, lately mentioned as to probably start a chair factory, contemplates starting a handle factory, but is not yet ready to buy machinery.

Mobile - The stockholders of the Mobile & Sheffield Improvement Co. will meet May I to consider an increase of capital stock.

Mobile—Shingle and Saw Mills.—Cameron & Sons have decided to rebuild on a larger scale their shingle mill, previously mentioned as burned. The loss was \$35,000. The capacity of new mill will be from 400 to 500 M shingles daily, with kiln facilities for drying same. They will also build a mill for sawing cypress strips.

Montevallo—Coal Mines.—The Montevallo Coal & Transportation Co. have shut down their works for repairs. They are sinking new slopes.

Montgomery — Cotton Mill.— J. Griel, Charles Gay, W. H. Graves, Thos. Davidson and others are organising a stock company to build a cotton mill to cost \$75,000, They will organize with a capital of \$150,-

Montgomery — Street Railroad.—M. C. Burke and associates have asked for privilege of using certain streets for the purpose of building a street railroad.

Oxford—Grist Mill.—W. F. McCully will build his grist mill, lately mentioned, next August. Capacity will be 10 bushels per hour.

Sheffield.—The Owen Pink Mixture Co., previously mentioned as organized, will receive bids for the erection of a brick factory, two stories, 40x80 feet.

Sheffield—Gin Factory.—W. J. Thorn, of Iuka, Miss., will start a factory for manufacturing cotton gins, feeders and condensers.

South Lowell—Coal Mine.—L. M. Allen and W. R. Long have discovered coal and will develop mines.

Sylacaugt -- Cotton Compress .- The Talladega County Farmers' Alliance contemplate erecting a cotton compress, and are forming a stock company.

Talledega — Woolen Factory. — J. L. Pierce, of Philadelphia, is prospecting with a view to establishing a woolen goods factory.

Talladega — Iron Furnace, — Stephen Noble contemplates building a charcoal iron furnace, and is negotiating for certain mineral lands.

Troy — Iron Works.— The Troy Iron Works have been chartered with W. J. Henderson, president, and W. H. Allison, secretary. Capital stock is \$10,000. They will put new machinery in their foundry and machine shop.*

Troy -Ice Factory. - The Troy Iron Works Co. will build an ice factory.*

Troy—Grist Mill and Gin,—Chapman & Johnson, reported last week, will build a grist mill and cotton gin.*

Troy—Cotton Compress.—L. M. Bashinsky & Co., Charles Henderson, O. C. Wiley and others are organizing a company to erect the cotton compress mentioned last week.

Uniontown—Implement Factory.—Corcoran & Dykes will probably establish a factory for the manufacture of their patent cotton planter.

ARKANNAS.

Argenta—Street Railway.—Louis Reinman, previously mentioned as applying for a street railway franchise, has, with D. J. Nichols and others, incorporated the Little Rock & Argenta Street Railway Co. with a capital stock of \$20,000. Will start work at once.

Camden — Railroad.— The Camden & Alexander Railroad Co., capital stock \$450,000, has been organized to build a road from Camden to the Louisiana State line, 200 miles. J. W. Brown is president; O. C. Henderson, v'ce-president; J. M. Agee, secretary, and S. B. Gill, treasurer.

Dardanelle — Corn Mill. — Blevins & Craven have added a corn mill to their flour mill.

Durham—Flour Mill,—Hill & McCurry are building a 50-barrel flour mill. Machinery is purchased.

Fort Smith.—Geo, D. Loder is the lowest bidder for building the approaches to the public buildings. His bid was \$15,253, \$17,-955 and \$16,204 for the work under three different plans.

Fort Smith—Stove Factory.—Kansas parties contemplate locating a stove factory.

Little Rock — Coal Mines. — Leonard Adams, E. D. Matthews, E. H. Hillman and others have incorporated the Petit Jean Coal Co., capital stock \$1,000,000. They own lands on Petit Jean mountain and will open coal mines.

Little Rock—Furniture Factories.—It is reported that several large furniture factories in Michigan will be removed to Little Rock. C. B. Field, president of the Muskegan Lumber Co. can furnish information.

Ozan-Oil Mill.—There are prospects of a cotton-seed oil mill being built.

Pine Bluff—Lumber Mill.—The Bluff City Lumber Co. has been incorporated by J. F. Rutherford, J. B. York and Chas. J. Samstag. They have purchased the plant of the O. D. Peck Lumber Co.

Porter—Saw Mill.—The North Arkansas Lumber Co. (office, Kansas City, Mo.) will enlarge their saw mill.*

Sedgwick—Corn Mill and Gin.—Walter H. Williams & Co. are starting a corn mill and cotton gin.

Texarkana.— The Smith Drug Co. has been incorporated with a capital stock of \$50,000.

Texarkana—Railroad.—The Bowie Lumber Co. will build a railroad if given a bonus of \$15,000.

Texarkana-Railroad,-Contract for the grading of the first 10 miles of the pro-

posed railroad to Fort Smith has, it is re ported, been let.

Van Buren-Ice Factory.-An ice factory has been started.

FLORIDA.

Apalachicola—Shingle Mill.—Mr. Friend, of Mobile, Ala., is prospecting with a view to starting a shingle mill.

Apalachicola—Printing.—W. B. Sheppard has purchased an outfit to publish a newspaper.

Aurantia—Canal.—The St. John's & Indian River Canal & Steamboat Co. has been organized to build a canal from the St. John's river, at or near Lake Harney, to the Indian river near Aurantia. The distance is about 11 miles and the estimated cost is about \$1,000,000. The corporators are J. E. Osteen, John Sauls, John M. Price, Wm. S. Norwood and George W. Dickson.

Branford—Planing Mill, &c.—George E. Porter will rebuild his planing mill and drykiln, reported last week as burned *

Fernandina—Cigar Factory.—The Fernandina Cigar Manufacturing Co., reported last week as organized, have \$20,000 capital stock.

Fernandina—Creosoting Works, — Brink & Burchardi will probably enlarge their creosoting works.

Gainesville—Wagon Factory.—Benson Roux & Co. will build an addition to their wagon factory, 36x70 feet.

Jacksonville—Sewerage.—The city has petitioned the legislature to authorize the issuance of \$750,000 in bonds for improved sewerage system and other improvements.

Key West-Cigar Factory.—Herbert C. Pent contemplates enlarging his cigar factory to double its capacity.

Key West—Cigar Factory.—M. Barranco & Co. have purchased a site to build a larger cigar factory.

Key West—Cigar Factory.—E. H. Gato, lately reported as to build large cigar factory, will erect brick and iron buildings to about cover grounds 400x241 feet, and to cost about \$50,000. It will have capacity for about 5,000 workmen.

Kissimmee—Saw Mill.—A saw mill is being built by Buckles & Curry.

Kissimmee-Bottling Works.-Towne & Porch are erecting bottling works.

Madison—Brick Works.—Jordan & Smith have organized the Madison Brick Co. for the manufacture of bricks. They have purchased brick machinery with a daily capacity of 20,000.

Plant City—Tram-road,—Griffin & Brice will build a tram-road several miles long. Are purchasing equipments.

St. Augustine—Furniture Factory.—Cook & Libby have added the manufacture of furniture to their wood-working establishment.

St. Augustine—Railroad.—The St. Augustine & South Beach Railway Co. will extend their road.

Tallahassee — Railroad. — The Indian River & Lake Poinsett Railway Co. has been chartered by C. B. Magrader, H. S. Williams and others to build a railroad or tram-road from Lake Poinsett to Rock Ledge and Cocoa. The capital stock is \$10,000.

Tampa—Cigar Factory.—Chicago (Ill.) parties are negotiating to remove their cigar factory to Tampa.

Tampa.—Cigar Factory.—It is reported that a cigar factory employing two hundred hands will be removed from New York to Tampa.

Tampa — Cigar-box Factory. — Morse, Laughoff & Co. will start a cigar-box factory and are putting in machinery.

GEORGIA.

Abbeville—Railroad.—The contract for the construction of the extension of the Savannah, Americus & Montgomery Railroad to McRae has been let to a Kansas contractor, and work has commenced. Athens—Railroad.—The Athens & Jefferson Railroad Co. expect to commence work on their road, previously mentioned, about June I.

Athens-Printing.—E. S. Lyndon, J. H. Stone, Geo. D. Thomas and others have incorporated the Athens Publishing Co. for printing. lithographing, etc., with a capital stock of \$10,000.

Atlanta — Wood-working Factory.—The name of the \$50,000 stock company lately mentioned as formed by H. M. Beutell and Geo. W. Newberry to manufacture (hard) woodwork is the Beutell Manufacturing Co. They are negotiating for a site for factory.

Atlanta—Wagon Factory.—H. L. Atwater, John A. Miller and W. E. Reagan have incorporated the Atwater Carriage & Wagon Manufacturing Co, with a capital stock of \$50,000, for the manufacture of wagons, buggles, carriages, etc.

Atlanta—Sewing Machines.—John M. Brosius, W. I. Zickry and others have chartered the Brosius International Motor Sewing Machine Co., capital stock \$500,000.

Atlanta—Sewers.—W. D. Pamer and W. D. Pease & Co, have been awarded the fiveyear contracts for sewers and paving.

Atlanta—Car Works.—The Manufacturers' Association are offering inducements to secure the removal of the Southern Car Works from Knoxville, Tenn., to Atlanta.

Atlanta-Dummy Railroad -James Swann, Paul Roman, A E. Thornton, M. Frank and others have purchased the Atlanta Street Railroad, and will make improvements and put on dummy engines.

Bainbridge—Railroad.—John E. Donalson and associates, reported last week as purchasing the old Bainbridge, Cuthbert & Columbus roadbed, expect to commence constructing the road within 60 days. They have bought also the Chattanooga, Columbus & Florida Railroad charter.

Brunswick—Saw and Planing Mill, &c.— Dunham & Hotchkiss, reported last week as to build a lumber mill, are erecting saw mill, planing mill and dry-kilns and building logging railroad.

Brunswick—Brick-yard.—J. J. Spear and E. M. Bailey are starting a brick-yard.

Brunswick—Pil:ng.—The South Brunswick Terminal Railroad Co. will receive bids for furnishing 1,000 palmetto piling; also bids for driving same.

Carrollton—Railroad,—The locating of the proposed Carrollton & Columbus Railroad will be commenced shortly.

Columbus — Printing. — Thos. Gilbert, J. J. Gilbert and P. S. Harris have incorporated the Thomas Gilbert Co. for printing, publishing, lithographing, etc. Capital stock is

Dawsonville — Railroad.— The Etowah Valley Railroad Co. contemplate building 10 miles of their road soon. P. B. Lawrance, 90 Ellis street, Atlanta, is president.

Elberton—Electric-light Plant.—A company will probably be organized to establish an electric-light plant.

Eiberton-Water Works.—The erection of water works is being agitated. The mayor can give information if anything is done.

Gainesville—Stamp Mill.—The parties reported last week as purchasing and to develop a gold mine are erecting a stamp mill.

Gainesville — Dummy Railroad. — Camp Bros. contemplate operating their street railroad with dummy engines. Line is 2 miles long.

Hawkinsville — Railroad.—Another railroad is projected. J. C. Anderson can give particulars.

Macon—Crematory.—The Eagle Cremation Co. are negotiating with the city for the erection of a garbage crematory.

Macon.—Jno. D. Fred and others are organizing a company to be known as the Macon Investment & Improvement Co. Macon — Potash Factory.— Thomas W. Troy contemplates building a new potash factory, as stated last week, but has not yet decided on plans, &c.

Macon—Hook and Webbing Factory.— Harry C. Tindall, J. W. Cabaniss, M. Nussbaum and others have incorporated the Excelsior Hook & Backband Co., capital stock \$25,000, to manufacture hooks, webbing, &c.

Madison—Oil Mill,—The Farmers' Alliance, W. A. Broughton, president, will build a cotton-seed oil mill.

Midland—Brick-yard.—H. C. Thornton, of Columbus, has formed a company to start a brick-yard.

Montezuma—Bridge.—The Smith Bridge Co., of Toledo, Ohio, has been awarded the contract for the construction of the 216-foot iron bridge across the Flint river, previously reported, at \$6,793. The contract for the trestle work was awarded to J. H. Powers, of Perry, at \$3,606.

Quitman—The Quitman Real Estate & Improvement Co., capital stock \$25,000, has been incorporated by C. H. Troutman and others.

Rome —Ginnery.—W. M. Towers will erect a steam cotton ginnery with daily capacity of about 50 bales.

Savannah — Railroad.— The Savannah, Americus & Montgomery Railroad Co, have offered to build their road to Savannah if \$50,000 is donated them by the citizens. The proposition will probably be accepted.

Summerville—Flour Mill,—H. T. Evans and others will build the flour mill previously reported.

Summerville—Brick-yard,—It is reported that a brick yard will be started.

Trenton—Dynamite Factory.—A company has been organized to establish a dynamite factory.

Valdosta—Printing.—The Valdosta Times
Publishing Co. has been organized with C.
R. Pendleton, president; D. C. Ashley, vicepresident, and Edward L. Sutton, secretary.
The capital stock is \$10,000.

Villa Rica—Mining,—Mr. Smith, of Anniston, Ala., and Monroe Allen are prospecting for gold. They are representatives of Alabama mining companies.

Waynesboro — Street Railway.—W. A. Wilkins, J. H. Mackenzie and P. L. Corker have incorporated a street railway company with a capital stock of \$4,000.

RENTUCKY.

Brandenburg—Natural Gas.—J. F. Woolfolk, Z. T. Herndon, R. H. Nevitt, John L. Henry and M. Lyddan have incorporated the Citizens' Natural Gas Co., to bore for oil and gas, quarry rock, &c. Capital stock authorized is \$1,000,000.

Brandenburg—Natural Gas.—The Meade County Natural Gas Co. has been incorporated by W. H. Richardson, H. B. Livers, Charles Schaltz, Frank Menne and others. Authorized capital stock is \$1,000,000.

Brandenburg—Oil Lands.—Dr. H. K. Pusey and Lemar Herndon have leased several hundred acres of oil lands, and will form a company to develop same.

Brandenburg—Natural Gas—The Hub Gas Co. has been incorporated by Jno. Nevitt, C. A. Montgomery, W. F. McDonough and others to bore for gas, salt, petroleum, clay, etc. The capital stock is \$r.-000.000.

Buffalo—Railroad,—Thos. H. Hays, of Louisville, has the contract for the extension of the Elizabethtown & Hogdenville Branch of the Chesapeake, Ohio & Southwestern Railroad to Buffalo, previously reported. Distance is 5 miles.

Burkesville-Flour Mill.-Grissom, Ritchey & Williams, previously mentioned as adding new machinery, will, it is reported, build a 50-barrel roller mill.

Bowling Green—Bottling Works.—William A. Turner is erecting bottling works.

Machinery is purchased.

Bowling Green - Street Railroad. - A

company has been formed to build a street railroad, and will start work at once.

Clay City—Planing Mill, &c.—The Kentucky Union Land Co. have contracted for the erection of saw mill to cost \$100,000 and to have a capacity of from 200,000 to 300,000 feet daily. They will also establish a planing mill and box factory to cost probably \$100,000.

Clay City - Brick Works, - The Kentucky Union Land Co. will start brick works.

Clay City-Salt Works.—The Kentucky Union Land Co. contemplate starting salt works.

Cloverport—Pipe Line.—The piping of natural gas to Owensboro is being considered.

Covington—Elevator.—The Central Elevator Co., capital stock \$25,000, has been chartered by George B. Dervey, Grant Sutherland and others.

Covington—Mining, &c.—J. P. Vance & D. B. Mory have incorporated the Whippoorwill Gold Mining & Milling Co., for mining and smelting of gold, silver and other minerals. The capital stock is \$1,-000.000.

Covington—Transportation.—The Jennie Campbell Transportation Co., capital stock \$300 000, has been incorporated.

Frankfort—Street Railway.—L. B. Marshall has divided his land into building lots, and a street railroad will probably be built to them.

Franklin—Perfumery Factory.—A manufacturer of cologne in Germany will start a flower farm, and ultimately a factory for manufacturing perfumes. H. Lemcke can give particulars.

Georgetown — Telephone Line. — The Commercial Club is taking steps towards the building of a telephone line to Lexington and other towns.

Georgetown — Implement Factory. — A farmer has offered to take \$10,000 of stock if a company is organized to establish an agricultural-implement factory. The Commercial Club can give particulars.

Georgetown—Water Works.—Proposals for building water works and furnishing water for fire protection will be received until May I by S. M. Davis, chairman board of trustees.

Georgetown—Road,—H. C. Perry, A. D. Stevens and others have incorporated the North Fork Turnpike Co.

Henderson-Machine Shop,—It is reported that the location of the Louisville, St. Louis & Texas Railroad Co.'s machine shops at Henderson has been definitely settled.

Hopkinsville—Stemmery.—J. D. Ware will build a large stemmery.

Lewisport—Natural Gas.—A stock company has been organized to bore for natural gas.

Lexington.-The Lexington Land & Building Co. has been chartered by Asa Dodge, Richard Arnspiger and Alex. Hall, with an authorized capital of \$50,000, to deal in real estate.

Louisville—Natural Gas.—The Doe Run Mills Natural Gas Co. has been incorporated by T. G. Truman, G. W. Check, D. M. Kepley and others to develop gas and oil lands The authorized capital stock is \$500,000.

Louisville—Flour Mill.—R. O. Gathright & Co. are adding some improved machinery to flour m 11.

Louisville—Distillery.—The Old Times Distillery Co. has been incorporated with Chas. E. Lemmon as president, D. Meschendorf, vice-president, and A. W. Bierbaum, secretary. The capital stock is \$50,000.

Louisville—Coffin Factory.—The Louisville Coffin Co, have increased their capital stock to \$200,000

Loai ville-Natural Gas.-Ed. Bennett, R. H. Brashear, J. C. Fawcett and others have chartered the Sinking Creek Oil & Gas Co., to deal in and develop oil and gas lands, and pipe oil and natural gas. The capital stock is \$1,000,000.

Louisville—Phonographs.-The Kentucky Phonograph Co., capital stock \$400,000, has been organized.

Mayfield—Flour Mill.—J. M. Wilford & Son will remodel their mill to the roller system, with a capacity of 100 barrels per day.

Mount Sterling-Electric-light Plant,— An electric-light plant is to be erected. J. W. Hedden can give information.

Muldraugh—Natural Gas.—The Commercial Natural Gas Co., authorized capital stock \$1,000,000, has been incorporated with Daniel Brooks as president; D. B. Withers, treasurer, and J. B. Withers, secretary.

Oakland-Flour Mill.-A flour mill has been built by J. B. Wilford & Bro.

Owensboro—Natural Gas.—A company with a capital of \$500,000 has been organized to bore for natural gas.

Owingsville—Saw and Planing Mill.—A large saw and planing mill has been built near Owingsville by Montague & McCormick.

Owingsville-Iron Mine, -An iron ore mine has lately been opened by J. M. Calliver.

Owingsville—Iron Mines,—The P. N. Moore Co. are developing the iron ore mines previously mentioned.

Owingsville—Lumber and Flour Mill,— F. M. Calvert is building a saw, planing and flouring mill on Slate creek.

Owingsville-Natural Gas.-J. A. J. Lee contemplates boring for natural gas.

Owingsville—Iron Mines—J. A. J. Lee has s:cured iron ore lands, and is working up a stock company to develop.

Paducah—Medicine Factory.—The Pomroy Med cine Co., mentioned last week, has been chartered by B. F. Good, D. L. Ganter, W. F. Pomroy and others, for the manufacture and sale of medicine. The capital stock is \$50,000.

Paris — J. O. Embry and others have or ganized the Eastern Kentucky Mineral &

P.neville—Coke Ovens.—A syndicate has, it is reported, leased coal lands, and will build coke ovens. J. W. Phipps can furnish information.

Richmond-Planing Mill.-A. E. Carse and David Myers, proprietors of Barlow mill property, will erect a planing mill.

Rockfield—Stone Quarry.—The Louisville & Nashville Railroad Co. (office, Louisville) will build a branch road to the works of the McLellan Stone Co.

Shelbyville—Telephone Line.—A stock company will probably be organized to build and operate a telephone line.

Shelbyville—Gas.—The organization of a company to bore for natural gas is being considered.

Stanford—Flour Mill.—L. Duerer & Bro. have built a flour mill of 50 barrels capacity.

Sturgis—Grain Elevator,—D. A. Brooks, Jr., & Co. contemplate erecting a 50,000bushel elevator.

Vanceburg-Flour Mill.-W. M. Birely will erect a full roller flour mill.

Versailles-Planing Mill.-Sacra & Sanders are building a planing mill.

Winchester—Water Works.—J. B. H. Davenport, Epes Randolph, H. E. Huntington, J. S. Walker and others have incorporated the Winchester Water Co, capital stock \$75 000, to build the water works previously mentioned as projected.

LOUISIANA.

Ashly — Railroad. — The Ashlyo Co., Limited, who own about 70,000 scres of land in Madison parish, will build a narrow gauge road about 25 miles long to traverse all their plantations. It will extend from Ashly to Tallulah and back again.

Baton Rouge—Land,—James Ellis, trustee of the Loan & Guarantee Association, has purchased 12.457 acres of land.

Baton Rouge — Oil Mill.—The Capital City Oil Co. will build a cotton-seed oil mill. The Smith, Vaile & Tompkins Co., of Charlotte, N. C., bave the contract for machinery.

Baton Rouge—Fertiliser Factory and Ginnery—The Baton Rouge Oil Works will add a fertiliser factory and a cotton ginnery.

Dalcour — Sugar-house, — S. R. Mathe will rebuild his sugar-house destroyed by fire several years ago.

Ellendale — Sugar-house, — James Mc-Bride is putting a double effect in his sugarhouse at Belle Grove plantation,

Houma — Sugar-house. — Berger Bros., lately mentioned as to improve their sugarhouse, will spend, it is said. about \$35,000 in betterments.

Louisiana—Saw and Shingle Mill.—A saw and shingle mill will be erected at some point in Louisiana by Wm. Cameron & Co., of Waco, Texas.

New Orleans—Levees.—The Board of State Engineers will receive until April 20 bids for the enlargement of several levees.

New Orleans—Railroad.—The West End Road is being improved and new rails are being laid.

New Orleans—R. B. Benton, William A. Deniger and others have incorporated the Sixth District Sanitary Excavating & Manufacturing Co., Limited, capital stock \$5,000. They are privileged to manufacture fertilizers.

New Orleans—Paving, &c.—J. H. Menge, C. M. Sous, M. J. Hart and others have incorporated the Rosetta Gravel Paving & Improvement Co, to construct canals, culverts, repair and improve streets and other public works. The capital stock is \$250,000,

New Orleans—Mining.—Wm. H. Bofinger, Chas. K. Hall, Geo. Rust and others have incorporated the Brittle Silver Co. for the mining of silver and other ores mainly in Colorado. The capital stock is \$1,000,000.

New Orleans—Mining.—The Alexandria Mining Co. will hold a meeting on April 15 to consider increasing capital stock from \$250,000 to \$1,000,000.

New Ocleans — Street Railroad, — The Colineum Street Railway Co. will experiment with an electric motor. Will have storage batteries.

Ruston—The Real Estate, Loan & Homestead Association has been organised with J. O. Calvin, president; P. Pollard, secretary, and W. F. Ashley, treasurer, The capital stock is \$100,000.

Vernon Parish—Timber Lands,—George O. Robinson, of Detroit, Mich., has, it is reported, purchased 30,000 acres of pine lands in Vernon parish.

MARYLAND

Baltimore — Embroidery Factory. — The Chesapeake Embroidery Co, will rebuild their factory mentioned last week as burned.

Baltimore — Electric-light Plant. — The International Telegraph, District & Construction Co. are increasing their capacity by adding 250 horse-power boiler, 200 horse power engine and three Heisler dynamos, capacity 500 30-candle power lights each.

Baltimore—Dredging.—F. C. Latrobe, mayor, will receive proposals until April 16 for the dredging and removal of 50,000 cubic yards of material.

Baltimore—Dish and Basket Factory.
The Wood Dish & Basket Co. has been incorporated by A. B. Banghart, Wm. Huey,
C. M. Bainbridge and others, with a capital
stock of \$10,000. Will manufacture wood
dishes and baskets.

Baltimore — Cold-storage Warehouse, — The American Automatic Refrigerating Co., of Richmond, Va., will, it is reported, erect a cold-storage warehouse.

Baltimore — Railroad, — The estimated cost of the extension of the Western Maryland Railroad to tidewater, reported last week, is \$280,163. A bridge will be built across the Patapsco river.

Baltimore.—Tin-box Factory.—H. F. Miller & Son, manufacturers tin boxes, etc., will build a four-story factory, 40x100 fest, at Seventh and Oak streets. Will start work in a few days.*

Baltimore — Boilers and Engines. — Dubruiel & Mauldin, 310 W. German street, will put in a 15 horse-power boiler and engine; Adam Schmidt, 1115 Comet street, a 5 horse-power boiler and engine in machine shop.

Baltimore—Stable.—Denny & Mitchell, previously reported as to build large four-story stable on North avenue, have commenced work.

Centreville—Creamery.—R. R. Cochran will build a creamery.

Colora—Fertiliser Works,—Thos. Waring, H. Rowland, E. A. Clendenin, Wm. and Wilson Waring and others have incorporated the Waring Brothers Co., for the manufacture and sale of fertilizers, chemicals, farm machinery, tools, etc. The capital stock is \$150,000.

Finksburg-Flour Mill.-F. L. Hering is changing his flour mill to the short roller system.

Glen Falls—Flour Mill.—Mrs. F. Lannott will rebuild her flour mill, previously mentioned as burned. The loss was \$3 000.

Rockville—Machine Works.—Pennsylvania parties have been prospecting with a view to building large machine works for manufacturing steam engines, threshing machines, etc.

Washington, D. C.—Co'd-storage Warehouse.—The American Automatic Refrigerating Co. of Richmond, Va. will, it is reported, erect a cold-storage warehouse.

Washington, D. C.—Street Railway.—The Brightwood Railroad Co. will commence laying tracks shortly.

Washington, D. C .- Brewery .- Albert Carry will enlarge his brewery.

MISSISSIPPI.

Aberdeen—Chair Factory, &c.—W. B. Walker and E. R. Ligon, reported last week as organizing a company to start a chair and wagon factory, may add machinery for manufacturing school furniture.*

Dallas—Railroad.—It is stated that John P. Richardson and others will build a narrow gauge railroad to connect their various lands. It is to extend from Dallas, on Vicksburg, Shreveport & Pacific Railroad, to Altoona, on same road, about 35 miles.

Jefferson County—Saw Mill.—Western capitalists have purchased timber lands in Jefferson county and are erecting a saw will.

Meridian—Steam Laundry.—The Meridian Steam Laundry Co. has been organized to establish a steam laundry.

Meridian — Railroad. — The Cincinnati Southern Railroad Co. (office, Cincinnati, O) will relay their track from Meridian to Shreveport, La., with new steel rails; also reballast same.

Sandersville—Saw Mills.—W. A. Posey, president Tennessee Chair Co., of Union City, Tenn., reported last week, is erecting four saw mills.

Tupelo-Broom Factory.-J. M. Hoyle will start a broom factory.

Vicksburg—Machine Shops.—The Louisville, New Orleans & Texas Railroad Co. (office, Memphis, Tenn.) are considering the location of permanent machine shops in Vicksburg.

Wesson—Pants Factory.—A jeans pants factory with a capital of \$50,000 will, it is reported, be started.

West Point—Flour Mill.—Messrs. Baptist, Boals and others, of Covington, Tenn.. have organized a \$50,000 stock company to build a flour mill.

West Point — Steam Laundry,—B. F. Owens contemplates starting a steam laundry.*

NORTH CAROLINA.

Asheville—Furniture Factory and Lumber Mill.—W. H. Young, of Kenton, O; A. W. Butt, of Springfield, O, and o'hera have organized a company with a capital of \$150,000 to purchase, enlarge and operate the furniture factory of Avery & Erwin and the plant of the Tuckasegee Lumber & Manufacturing Co.

Asheville—Candy Factory.—R. L. Duffy will manufacture candies.

Bushnell-Saw Mill.- Mr. Trotter, of Franklin, will locate a saw mill.

Charlotte—Lane & Malnate, of Washington, D. C., were the lowest bidders for the masonry work on the area walls of the postoffice. Their bid was \$15,990. The contract will probably be given to them.

Charlotte—Oil Mill, &c.—The Charlotte
Oil & Fertilizer Co. has been formed to
build a cotton-seed oil mill and fertilizer
works. Contract for outfit of machinery
has been received by the Smith, Vaile &
Tompkins Co., of Charlotte.

Concord — Cotton Mill.— The Cannon Manufacturing Co, will erect another building and double their capacity. Their present factory has 160 looms and 4,260 spindles. Work will be started at once.

Concord—Brick Works.—R. A. Brown has added a steam brick machine with a capacity of 35,000 per day to his brick-yard.

Cronly—Bagging Factories.—The Acme Manufacturing Co., previously mentioned as to start several pine-fibre bagging factories in the South, will, it is said, soon commence work on five of them.

Fayetteville—Woolen Factory.—J. M. Emmett has completed his woolen factory and contemplates doubling its capacity and adding spinning and weaving machinery.*

Franklin—Saw Mill.— Mr. Hurst has built a saw mill with a capacity of 6 M feet daily.

Franklin—Saw Mill,—Mr. Trotter has purchased a saw-mill outfit and will erect same.

Goldsboro—Saw and Planing Mill and Railroad.—The Enterprise Lumber Co., reported last week as to add machinery to planing mill, will add planing machinery and a heavy saw mill. They are building a railroad.**

Indian Trail—Mining.—The Indian Trail Milling & Mining Co., reported last week as organized, has commenced operations on their mineral lands, sinking shafts, etc.

Keyser-Saw Mill.-John A. Mills has added a planer and matcher to his saw mill.

Lenoir—Furniture Factory.—The Lenoir Furniture Co. has been organized, with John M. Bernhartt as president and manager, to start the factory reported last week. Capital is \$15,000. Will manufacture furniture and chairs.

Lumberton—Cotton Mill.—At the meeting on April 1 it was decided to build the cotton factory previously mentioned. A. H. McLeod can give particulars.

Marion—Marble Works.—John T. Webb will move his marble works from Statesville to Marion.

Murphy—Silver Mine.—The "No. 6" silver mine property of 160 acres has been sold for \$15,000. The property also contains marble and iron ore.

New Berne—Dry-kiln,—Mr. Stimson will rebuild his dry-kiln, reported in this issue as burned, on a larger scale.

Oxford—Furniture Factory.—Webb & Boyd will establish the furniture factory previously reported as being organised by G. Boyd.

Oxford—Broom Factory.—The broom factory at the Oxford University will, it is reported, be enlarged.

Raleigh—Phosphate Works.—The Raleigh Phosphate Co. will enlarge their mills and build a storage warehouse.

Rich Mountain—Gold Mine.—The Rich Mountain Mining Co. are developing a gold mine.

Rocky Mount—Electric-light Plant.—The city will shortly decide by a popular vote to issue bonds to erect an electric-light plant, &c. Capacity is to be for 30 arc lights of 1,500 candle-power and 500 incandescent lights of 16 candle-power. W. E. Fountain, mayor, can give particulars.*

Salisbury—Cotton Mill.—The Salisbury Cotton Mill will be enlarged during this year by the addition of 100 looms and 10,000 spindles.

Salisbury—Gold Mining.—J. J. Newman, of Salisbury; W. T. Harris, of Rest; H. C. Ivey, of Bilesville, and others are prospecting for gold.

Sandy Bottom—Lumber Mill and Railroad.—Wetzell & Co, of Knoxville, Tenn., have completed their lumber mill, previously mentioned, and will build a logging railroad 2 miles long. Have purchased rails.

Scotland Neck—Cotton Mill.—The company previously mentioned as being organized to build a cotton mill are investigating as to machinery. E. E. Hilliard or W. H. Kitchin can give information.*

Shelby—Carriage Factory.—J. W. Lineberger & Son have started the carriage factory mentioned last week.

Shelby—Knitting Factory.—H. G. Hall contemplates starting the knitting factory mentioned last week, but has not yet commenced work.

Shiloh—Oil Refinery.—The Farmers' Alliance Oil Mill Co. will increase their capital stock and add an oil refinery.

Stackhouse—Flour Mill.—A flour and feed mill is being erected by B. T. & A. J. Gahagan.

Statesville — Electric-light Plant. — The Statesville Electric Light Co. are putting in a new engine and boiler (latter 80 horsepower) and a new dynamo.

Washington—Oil Mill.—C, W. Taylor will build a cotton-seed oil mill and is purchasing machinery.

Wilmington—Railroad and Saw Mill.— Thomas A. McIntyre, of New York City, and associates, reported last week as purchasing the franchise of the Wilmington, Onslow & East Carolina Railroad, will build the road. They will erect a portable saw mill.*

Wilmington—Canning and Basket Factories.—G. H. Greene contemplates starting a canning factory and a factory for manu facturing butter plates, strawberry baskets and grape baskets.*

Wilson's Millt—Sash and Blind Factory, J. A. Wilson & Co. will at once rebuild their sash and blind factory reported in this issue as burned.

SOUTH CAROLINA.

Bennettsville — Cotton Factory. — The Farmers' Alliance contemplate organizing a \$100,000 stock company to erect a cotton factory.

Charleston—Stone.—C. McK. Grant and G. W. Egan are the lowest bidders for supplying and depositing the 100,000 tons of rip-rap stone on the jettier, previously mentioned. Their bid is \$213,550.

Columbia—Drug Factory, &c.—Dr. J. G. Wanamaker, Dr. W. J. Murray and others have incorporated the Wanamaker & Murray Co. for the manufacture and sale of drugs, medicine, etc.

Laurens—Cotton Mill.—The name of the company reported last week as incorporated

to build the cotton mill is the Laurens Mannfacturing Co. Capital stock is \$25,-000, and will be increased. Cost of contemplated mill is \$200 0Co.

Mount Holly-Phosphate Mining - The Berkeley Phosphate Co. have lately bought phosphate lands and will develop and erect a washer.

Orar geburg—Railroad.—The Orangeburg & Lewiedale Railroad Co. will meet on April 18 to consider the proposition of a Northern syndicate for the construction of their road.

Rock Hill-Cotton Factory.- Another cotton factory will probably be establ shed.

Spartanburg — Electrical Railroad. — A stock company is being worked up to build an electrical railroad to Clifton at cost of about \$100 000. A. H. Leftwich, of Greensboro, N. C., can probably give information.

Waterloo—Oil Mill.—A cotton-seed oil mill is projected, and a company to build it is being worked up.

Wateree-Oil Mill.-A. G. Clarkson will erect a 5-ton cotton-seed oil mill on his plantation.

Williston— Cotton Factory.—A cotton factory is projected.

Yorkville—Electric-light P.ant.—A company is being organized to erect the electric-light plant previously mentioned. Capital stock is to be about \$0,000.

TENNESSEE.

Anderson—Railroad.—H. M. Alger and associates, previously mentioned as intending to build furnace, etc., will also build a narrow-gauge railroad to the Tennessee river.

Brick Church-Gin.-R. A. F. Jackson will put steam power in his gin.

Chattanooga — Bridge, — The Hamilton County Court has decided to issue \$200,000 of bonds to build a free iron bridge acress the Tennessee river, and will receive bids for constructing it until May 1. Particulars furnished on application.

Chattanooga—Marble Mill.—The Standard Stone & Marble Co contemplate building a marble mill at Chattanooga or Loudon, and developing their marble quarries at Loudon, but have not decided on anything as yet.

Chattanooga — Railroad. — Surveys are being made for the proposed Walden's Rilge Railroad, previously reported, and the Chattanooga Land, Coal, Iron & Railway Co. will, it is reported, let contract for the construction of the entire line by May 15th.

Chattanooga—Sewer.—Proposals for completing the Broad-street sewer, from Third street to the Tennessee river, will be received until May 7th by J. A. Fairleigh, city engineer. Profile and plans can be seen at his office.

Clarksville—Flour Mill and Elevator.— Jno. Hurst & Co. are organizing a company, with a capital stock of \$50,000, to build a flour mill and elevator.

Clinton—Hub and Handle Factory.—A Minnesota party has purchased the Ballenger saw mill property for \$6,000. The property will be improved and changed into a hub and axe-handle factory.

Columbia—Flour Mill.—The Columbia Milling Co. is the name of the company reported last week as being organized to build a flour mill of 250 barrels daily capacity. Corporators are H. A. McLemore, William E. Baird and others. Capital stock is \$25,000.

Columbia—Arsenal.—Major Clifton Conley will be in charge of the arsenal previously mentioned as to be built by U. S. Government. Work will probably soon commence.

Covington-Steam Laundry .- The capi-

tal stock of the company lately mentioned as being formed by Walter Crofford and M. L. Keathley, to start a steam laundry, will be \$2,000.*

Dayton—Canning Factory and Creamery. A canning factory and a creamery are talked of.

Dover-Stave Factory.-Wm. Parks cortemplates starting a stave factory.

Dacktown—Town —A new town is being laid out on the Knoxville Southern Rail-road, near Ducktown, to be called Meeksborough.

Franklin—Flour Mill.—J. B. Lillie, previously reported as to rebuild his mill destroyed by fire, has let contract to the Richmond City Mill Works, Richmond Ind. The capacity will be 300 barrels daily.

Franklin—Flour Mill.—Jro E. Boyd will change his flur mill to the roller system, with a capacity of 50 barrels daily, and has contracted for machinery.

Genesis—Railroad.—Grading has commenced on the Genesis & Obed River Railroad, previously mentioned, running to Surbright, a distance of 15 miles. J. B. Ho'mes is engineer in charge.

Gordonsv.lle—Brick-yard.—James & Gold Bros. & Co. contemplate starting a brickyard.**

Humboldt—Printing.—D. H. C. Moore, W. A. Senter, J. J. Snyder and others have organized the Humboldt Printing & Publishing Co. to publish the paper previously mentioned.

Iron City—Brick Works,—Finney & Stephens will establish ornamental pressed brick works with a capacity of 21,000 daily. 'Knoxville—Electrical Railroad.—An elec-

tric railway is projected. Messrs. Luttrell,

Temple and Brown can give information.

Knoxville—Street Railway.—The Knoxville Street Car Co. have commenced work on the extension of their lines, previously mentioned.

Knoxville—Street Improvements. — The West Knoxville Corporation have decided by a popular vote to issue \$100,000 bonds for street improvements.

Loudon—Marble Quarries and Mill.— The Standard Marble & Stone Co., of Chattanooga, reported last week as making a proposition to build a marble mill, contemplate developing marble quarries at Loudon and building a mill at Loudon or Chattanooga, but have not decided on anything.

McKenzie—Flour Mill.—Gilbert, Howells & Co, will erect a 50-barrel flour mill. Machinery is ordered.

Memphis—Bridge,—The contract to build the Washington street bridge has been let to Neely, Smith & Co., of Florence, Ala.

Memphis—Rolling Mill.—It is reported that a rolling mill will be established by Ohio parties. Jno. Manogue can give information.

Memphis—Spice Mills, &c.—The Dean-Lilly Coffee & Spice Co. will remove their coffee-roasting establishment and spice mills to larger quarters.

Morristown—Flour Mill.—A flour mill with a capacity of 300 barrels daily is reported as being built by the Merritt Milling Co.

Sunny Side—Mineral Lands.—Chattanooga parties have purchased several thousand acres of mineral lands from Wm. Anderson for probably \$60,000.

Tullahoma—Flour Mill.—Raht Bros., reported last week as contemplating enlarging flour mill to daily capacity of 200 barrels, have let contracts.

Woodbury-Mining.-McFerrin, Jones & Co. have organized a company to develop mineral lands.

Bryan — Creamery.—The name of the company previously reported as organized to establish a creamery is the Brazos Creamery Co. Capital stock is \$25,000,

Childress — Water Supply. — Money is being raised to secure a supply of water from artesian wells.

Cisco—Flour Mill and Grain Elevator,— The Alliance Roller Mill Co. contemplate enlarging their flour mill and building a grain elevator.

Dallas-Printing -A \$50,000 stock company has been organized with H. G. Damon, pres ident, and E. C. Heath, secretary, to establish a weekly paper.

Dallas—Grain Elevator,—Frank M. Cockrell, Henry Exall, J. C. O'Connor and others have organized a company to build a 1,000,000 bushel grain elevator to cost about \$175,000. They have awarded contract to Metcalfe, McDonald & Co., of Chicago, Ill.

Del Rio-Chalk Mine,—A chalk mine has been discovered near Del Rio, and will be developed. Mr. Cashell can give information.

Dublin—Canning and Ice Factories.— There is talk of starting a canning factory and an ice factory. S. E. Gillett can probably give information.

Forth Worth—Ice Factory.—George Mulkey has purchased machinery for the ice factory mentioned last week. Name of the company is Artesian Ice Co.

Houston—Railroad.—The Houston Belt & Magnolia Park Railway Co., previously reported, has been incorporated by J. T. Brady, W. D. Cleveland, C. A. Milby and others. Capital stock is \$250,000.

Houston—Oil Mill—The Merchants' & Planters' Oil Co. has been formed to build a cotton-seed oil mill. The Smith, Vaile & Tompkins Co., of Charlotte, N. C., have the contract for machinery.

Houston—Street Railroad.—Wm. Boyd & Saml. E. Boyd, previously reported as extending their street railway, have, with J. C. League, incorporated as the Bayou City Street Railway Co.

Houston — Railroad. — The Brazoria & Northern Railroad Co. has been chartered to build a railroad from the mouth of the Brazos river to Houston, with a branch to Arcola via the Gulf, Colorado & Santa Fe Railroad. Total length will be 65 miles, and cost is estimated at \$15,000 per mile. Road is to be built at once. W. M. D. Lee, of Leavenworth, Kansas, is president.

Houston—Crematory.—The city will probably build a crematory to dispose of garbage.

Houston—Paper Mill.—J. C. Wimberly and others are organizing a company to establish a paper mill.

Houston—Foundry and Machine Shop,— A \$100,000 stock company will be chartered to start the iron foundry mentioned last week; also, a machine shop. R. B. Baer and A. Bering can give information.

Houston—Soap Factory.—Bender & Benedict are erecting a soap factory with a capacity of 8,000 pounds daily.

Jefferson—Woolen Mills.—The organization of a stock company, with a capital of \$50,000, to enlarge and operate the Rives & Webster woolen mills, is being considered.

Laredo.—The Laredo Improvement Co. have increased capital stock to \$1,200,000.

Lytle-Corn Mill.-Lytle & Cochran have established a corn mill.

Moscow—Canning Factory.—A company is being organized to build a canning factory.

Mount Vernon — Canning Factory.— A canning factory is projected.

Mount Vernon--Creamery.—A stock company is being organized to build a creamery. Ravis & Rankin, of Chicago, Ill., are interested.

Paris—Cotton Mill.—The Board of Trade have under consideration the building of a cotton mill. Dr. J. M. Fort can give information.

Paris—Foundry and Machine Shop.—A.

Demarce, of Fairfield, Iswa, has concluded negotiations for the removal of his foundry

and machine shop to Paris, previously mentioned. Plant will cost \$25,000.

Quanah-Gold Mining.-S. E. Ford is mining for gold.

Ranger-Flour Mill.-John B. Gill will build a 50-barrel roller flour mill.*

San Diego-Tannery.-A tannery is reported to be started.

Victoria — Slaughter-house, — O'Connor Bros., W. A. Peters, T. H. Matthews and others have formed a company to operate a slaughter-house.

Waco—Electrical Railroad.—Thomas J. Hurley, of Fort Worth, and associates have bought the Waco Street Railroad for \$125,000, and will make improvements and change to electric power.

Waco-Cotton Mill.—A stock company is being organized to build a 10,000-spindle cotton mill.

Washburn—Stock-yards.-The Fort Worth & Denver Railroad Co. (office, Fort Worth) will, it is said, build large stock-yards.

Winona—Lumber Mill, Grist Mill, &c.— Tucker & Tucker are building the saw, planing and shingle mill lately mentioned; also, a grist mill and cotton gin.

VIRGINIA.

Alexandria—Electric-light Plant. — The mayor and council are making investigation with a view to having the city lit with electric lights.

Bell's Valley—Limestone Quarry.—Chamberlain, Wheeler & Co., who have leased and are repairing the Victoria furnace at Goshen Bridge, previously reported, will open a limestone quarry.

Berkeley-Electric light Plant.—A stock company is being organized to erect an electric-light plant.

Bridgewater—Corn Mill.—Another corn mill is being put in by the Bridgewater Milling Co.

Charlottesville—Creamery.—A creamery is to be started. E. E. Dinwiddie can give information.

Charlottesville—The name of the land company reported last week as organized with John M. White as president is the Charlottesville Industrial & Land Improvement Co. Capital stock is \$50,000.

Chatham—Saw Mill.—J. L. Tredway and Samuel C. Adams have purchased 900 acres of timber land and are erecting saw mill.

Danville—Machine Shops.—The Atlantic & Danville Railroad (office, Portsmouth) have made a proposition which, if accepted, will result in the location of machine shops in Danville.

Danville—Railroad.—The Virginia & Kentucky Railroad Co., D. S. Pierce, of Wytheville, president, previously reported, will build a railroad to the Kentucky State line, a distance of 200 miles, via Stuart, Wytheville and Tazewell C. H. Six tunnels will be constructed averaging 1,000 feet each. The survey will commence in May. J. C. Wrenshall, of Danville, is chief engineer.

Danville—Tobacco Factory.—Cosby Bros. have enlarged their tobacco factory, increasing capacity one-third,

Danville-Tobacco Factory.-Traylor & Spencer are improving their tobacco factory

Glade Springs—Saw Mill.—A. Lemon has erected a saw mill.

Glade Springs—Quarry.—Another quarry will, it is reported, be opened.

Goshen Bridge—Silver Mines.—A company will, it is reported, lease and develop the silver mines of Martin Garber.

Hampton-Water Works.—The Hampton Water Co. has been incorporated with C. T. Holtzclaw, president; H. R. Booker, secretary, and James A. Watkins, treasurer, to supply Hampton, Old Point and o.her towns with water.

negotiations for the removal of his foundry | Harrisonburg - Mill. - Lippitt, Chew & Houston system.

Washington are improving the Form Mill property lately purchased by them.

Harrisonburg—Electric-light Plant.—The Harrisonburg Ice Manufacturing Co., previously mentioned, contemplate adding their electric-light plant next fall or winter.

Lexington—Telephone Line,—The Lexington Telephone Co. has been incorporated with John C. Bounde, president, and J. A. Moore, secretary, to operate telephone and telegraph lines in Rockbridge county. The authorized capital stock is \$10,000.

Lynchburg—Brass Foundry.—James Cleland & Sons, previously mentioned to start a.brass foundry, have plans prepared by William Snead and are receiving bids for erection of the building.

Lynchburg — Bricks. — The Lynchburg Land Co. will receive proposals for the making of 1,000,000 bricks on their land.

Lynchburg—The Botetourt Land & Improvement Co. has been incorporated with James Godwin, president, and C. M. Lunsford, secretary.

Lynchburg—J. W. Foster, of Leesburg, is endeavoring to organize a stock company to utilize a process for making wood, fabrics, textiles, etc., fire-proof.

Max Meadows—Railroad.—The Norfolk & Western Railroad Co. (office, Roanoke) will, it is reported, build a branch road from near Max Meadows to the Locust Hill mine.

Midlothian—Coal Mining.—W. B. Gay, of Boston, Mass, has purchased the property of the Chesterfield Coal & Iron Mining Co. for \$30,000, and will develop same.

Milnes—Iron Furnace,—D. W. Flickwir, of Roanoke, previously mentioned as purchasing and to put in operation the Gemiron furnace, has with others organized the Shenandoah Iron Co. Mr. Flickwir is president, and N. D. Maher, Roanoke, secretary and treasurer. Capital stock is to be not less than \$50,000 nor more than \$500,000.

Newcastle—Mineral Lands,—E. J. Bird, of Ironton, Ohio; C. W. Howard, of Chattanooga, Tenn.. J. C. McDonald, of Hinton, W. Va., and D. F. Connell, of Portsmouth, Ohio, have been prospecting with a view to purchasing mineral lands.

Petersburg — Elevator. — The Atlantic Coast Line have let contract for the construction of a grain elevator.

Radford—Foundry and Machine Shop,— Mr. Nessmitt, of Berryville, contemplates starting a foundry and machine shop,

Radford—Sash, Door & Blind Factory.— Sturdevan & French, of Mt. Vernon, N. Y., will, it is reported, establish a sash, door and blind factory.

Richmond—Cold-storage Warehouse.— The American Automatic Refrigerating Co., capital stock \$1,000,000, contemplate the erection of cold-storage warehouse.

Richmond—Railroad.—F. W. Harmon & Co., previously reported as receiving the contract for grading of the belt railroad to be built by the Richmond, Fredericksburg & Potomac Railroad Co., have sublet contract to W. G. Gibbbons for the grading of that part of the line south of the James river.

Roanoke—Brick and Tile Works.—The West End Brick & Tile Works have been incorporated with A. L. Gorley, president, and J. S. Simmons, secretary, to manufacture brick and tiling and erect buildings.

Roanoke-Flour Mill,-A new roller flour mill will, it is reported, be built.

Roanoke—Bottling Works,—W. Partee is erecting a three-story building to be used as a bottling establishment by G. P. Carr.

Roanoke—Electric-light Plant,—J. W. Neal, T. W. Crozier and others have obtained permission to locate an electric-light plant. They are to commence work within 60 days. They will use the Thomson-Houston system.

Roanoke—Marble Quarry.—Obenshain & Geider will develop a (black) marble quarry.

Roanoke-Brick-yard.-S. M. Muse will start a brick-yard.

Salem—Iron Furnace.—Pittsburgh parties will, it is reported, erect a iron furnace.

South Boston-Tobacco Factory,-Hudson & Mosely, of Scottaburg, will start a tobacco factory May 1.

South Boston—Cotton Mill.—A eteck company is being formed to build a cotton mill. Henry Easly and R. S. Barbour are interested.

Stauaton—The Stauaton Improvement Co. has been chartered with W. A. Burke; president; G. G. Child, vice-president, and W. M. Bradley, secretary.

Twyman's Mill.—Corn Mill.—A corn and feed mill of 500-bushels capacity is being erected by Collins & Yager.*

Wytheville—Electric-light Plant, &c.— A local party has asked the city council for a franchise for an electric-light plant and electric street railroad. Mayor can give information if anything is done.

WEST VIRGINIA.

Boone County-Tram-road.-Mofiatt & Dart have built a tram-road up Bull creek.

Cairo—Tram-road.—H. S. Wilson & Son will build a tram-road to Elm run. Will operate a saw mill at Elm run.

Charleston — Land. — Jno. L. Thornhill wants to purchase 20,000 acres of West Virginia land.

Charleston-Saw Mill.-S. D. Cox is enlarging his saw mill in Glen Elk,

Clarksburg—Flour Mill,—Steel & Hart have remodeled their mill to the roller system with a capacity of 100 barrels daily.

Elkhorn-Rock Quarry.-The Turkey Gap Co. have opened a new rock quarry.

Fairmont — Railroad.—The Parkersburg Improvement & Construction Co., of Parkersburg, have the contract to build the Monongahela River Railroad from Fairmont to Parkersburg, 35 miles, previously mentioned, and will sublet the work. Ground will probably be broken about May I.

Huntington—Broom Factory.—Northup & Co. are erecting a broom factory.

Huntington—Flour Mill.—A flour mill with a capacity of 100 barrels will probably be built by C. E. Gwinn and others.

Martinsburg—Wagon Factory.—J. H. Spring, of York, Pa., will establish a wagon factory to employ about 50 hands,

Parkersburg — Bung Factory. — H. B. Wheatcroft, of New York, and J. C. Hale are considering starting a large bung factory. If they decide to establish the factory Mr. Wheatcroft will move his plant from New York, and Mr. Hale his from Elizabeth to Parkersburg.

Parkersburg—Railroad.—W. P. Robinson and Edward Barrington are surveying the route of the proposed Zanesville, Beverly & Parkersburg Railroad. It will form a part of the Black Diamond Railroad, previously mentioned.

Point Pleasant—Flour Mill.—A fourstory brick roller flour mill has been built by A. B. Hamilton & Co.

Point Pleasant—Natural Gas.—A company has been organized to bore for natural gas.

St. Albans.—The Bowman Lumber Co., previously mentioned as erecting a saw mill, have purchased 50,000 acres of timber land on Big Coal river. D. M. Peck is superintendent.

Wellsburgh—Flour Mill.—David Waugh is adding improved machinery to his flour mill.

Weston—Railroad.—Braxton county has yoted \$60,000 to the Weston & Elk River Railroad Co., previously mentioned.

West Virginia—A. S. Dyke has purchased timber lands on Laurel fork of Worthington creek, and will manufacture staves and tiss. Machine Shop.—P. W. Lownes, Orlando, Fla., contemplates starting a medium sized jobbing shop at some town in Carolina, Georgia or Alabama, and wants to correspond with parties in towns needing and capable of supporting such a shop.*

BURNED.

Black Jack Grove, Texas.—The mill and gin of Gunn & Ashcroft; loss \$4,500.

Boston, Ga.—The lumber mill of Whalley & Kent.

Clarksdale, Miss.—The Clarksdale Banner printing office.

Cuthbert, Ga.—The grist mill and gin of J. H. Maury; loss \$1,000.

Golden, N. C.—The mill of J. A. Melton and A. B. Grayson; loss \$2,000.

Handsboro, Miss.—The saw mills of H. Lienhart, with a lot of lumber; loss \$30,000.

Huguenot, Va.—The hotel of J. C. Shafer; loss \$25,000.

Knoxville, Tenn.—The wood-working factory of D. R. Samuels & Son; loss \$18,000.

Louisville, Ky.—The Louisville Bridge & Iron Co.'s machine shops; loss \$90,000.

Marietta, Ga.—The Whitlock House; loss \$40,000.

Moore County, N. C.—The saw mill of Jarrett Stockard; loss \$4,500.

Nashville, Tenn.—The grist mill of R. W. Waller & Co., near Nashville.

New Berne, N. C.—The dry-kiln of Mr. Stimson; loss \$10,000. Will be rebuilt on a larger scale.

Norfolk, Va.—The warehouses of Mr. Lewis, Batchelder & Collins, J. W. Perry & Co., R. W. Pantos & Co., John C. Garnive, the Cotton Exchange and other buildings and 1,000 bales of cotton, the opera-house and the Virginia Beach depot damaged by

Peachtree, Ala.—The gin and grist mill of Mr. Culpepper.

Princeton, Ky.—The opera-house, Knights of Pythias Hall and several stores; loss \$60,000.

Savannah, Ga.—A fire on April 6 destroyed about \$700,000 of property, including the Independent Presbyterian Church (loss \$200,000), the Odd Fellows' Hall (loss \$35,000), and the armory of the Savannah Guards Battalion, (loss \$85,000). The three will be rebuilt.

Savannah, Ga.—The Savannah Cotton Mill; loss \$100,000.

Smithfield, N. C.—The carriage factory and stores of S. R. & J. R. Morgan; loss \$20,000.

Somerset, Ky.—The depot dispatcher's office and water tank of the Cincinnati Southern Railroad Co., and the hotels of Mrs. McCabe, Mrs. O'Bannon and Mrs. O'Connor and several other buildings; loss about \$100,000.

Staunton, Va.—The furniture factory of Bickle & Hamrick.

Tyler, Texas.—The factory of the Tyler Canning Co.; insured for \$16,000,

West Virginia.—The saw and grist mill of Columbus Westfall, in Jackson county.

Wilson's Mills, N. C.—The sash and blind factory of J. A. Wilson & Co. They will rebuild at once.

To Build Sanitarium at Fort Payne, Bramingham, Ala., April 6, 1789.—I have signed contract for the building of a hote! and summer resort by corporate name known as "Alabama Sanitarium," at Fort Payne, Ala. This building will have a frontage of 173 feet, containing 40 rooms, exclusive of dining-rooms, parlors, etc. It will contain all modern improvements, such as hot baths, electric bells, etc. \$40,000 will be spent upon the building, grounds, furniture, etc.

A. S. LOVENTHAL.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Boilers and Engines.—John Fraser, secretary River & Harbor Dredging Co., Corcoran Building, Washington, D. C., wants to purchase boilers and engines.

Boilers and Engine.—The North Arkansas Lumber Co., Kansas City, Mo., want to buy two boilers. 18 feet by 44 inches, with ten 6-inch flues, and a 100 horse-power engine.

Brick Machine.—S. Evans, Ripley, Tenn., wants a brick machine.

Brick Machinery.—James & Gold Bros. & Co., Gordonville, Tenn., want estimates on brick machinery for small plant. They have steam power.

Brick, Pottery and Sewer-pipe Machinery, &c.—Robert Holloway, Clarksville, Tenn., wants to buy an engine, two boilers about 65 horse-power, clay press, brick machine, mixing machine, power potter lathes and necessary fixtures. Also wants elevator for three-story building.

Broom machinery and supplies are wanted by J. M. Hoyle, Tupelo, Miss.

Calcining Machinery.—Information as to machinery for calcining plaster is wanted by W. M. Nicholas, manager Georgia Adamant Plaster Co., Atlanta, Ga.

Canning Machinery.—G. H. Greene, Wilmington, N. C., wants information as to the cost of machinery for canning factory.

Chair Machinery.—J. M. Hoyle, Tupelo, Miss., wants full outfit of machinery for manufacturing common round-post chairs gang lathe, borer, mortiser, tenon machine, dowel machine and cut-off and rip saws.

Chair Machinery.—W. B. Walker, Aberdeen, Miss., wants best improved machinery for chair factory.

Corn Sheller, Scales and Iron Pipe.—Collins & Yager, Twyman's Mills, Va., want a corn sheller, several pairs of scales and iron piping. Are building corn and feed mill.

Corn Mill.—The Atlanta Street Railroad Co., Atlanta, Ga., want to buy a mill for rolling or mashing corn; also horse-power.

Corrugated Iron,—T. O. Abernathy, De Ray, Tenn., wants corrugated iron roofing and siding for warehouse,

Cotton Mill.—August W. Smith, Abbeville, S. C., wants boilers, engines, elevators, steam heaters, mill machinery, &c., for cotton mill.

Cotton Machinery.—W. N. Ritchie, Scotland Neck, N. C., want machinery for 2,000-spindle cotton mill, with power for 4,000 spindles.

Electric Motor,—The Chesapeake Embroidery Co., Baltimore, Md., want an electric motor.

Electric-light Machinery.—W. E. Fountain, mayor Rocky Mount, N. C., will shortly want machinery complete for electric-light plant with capacity for 30 arc lights of 1,500 candle-power and 500 lights of 16 candle-power. Six miles of wire will be needed.

Elevator, Pipe, Shafting, &c.—H. F. Miller & Son, Baltimore, Md., want to buy an elevator, pipe for steam heating, shafting, pulleys, belting, &c., and a steam cooker and mixer for making paste,

Elevator—W. A. Bickford, 166 Third street, Memphis, Tenn., wants an elevator, either water or steam power, for building four-story with basement,

Engine.—P. Josserand & Bro., Josserand, Texas, want an engine 12x20. Flour Mill Machinery.—John B. Gill, Ranger, Texas, wants machinery for a full roller flour mill of 50 barrels capacity daily.

Furniture Factory.—Outfit of machinery for furniture and chair factory is wanted by the Lenoir Furniture Co., Lenoir, N. C. John M. Bernhartt is treasurer. Capital \$15,000.

Grist Mill and Gin.—Chapman & Johnson, Troy, Ala., wants to buy machinery for a grist mill and cotton gin.

Grist Mill Machinery.—W. F. McCully, Oxford, Ala, wants water-wheel, shafting, gear wheels, mill, corn cleaner, meal bolt, elevator. &c.

Grist Mill.—J. A. Wilson & Co., Wilson's Mills, N. C., want a grist mill.

Ice Machinery.—The Troy Iron Works, Troy, Ala., want outfit of machinery for ice factory.

Iron Pipe.—The Union Improvement Co., Morganton, W. Va., will shortly order iron pipe for water works.

Laundry Machinery.—B. T. Owens, West Point, Miss., wants estimates on laundry machinery.

Laundry Machinery.—Walter Crofford, Covington, Tenn., wants estimates on machinery for a steam laundry with capacity for 100 families.

Machine Shop.—P. W. Lownes, Box 336, Orlando, Fla., wants 3 lathes, planer 24x24, drill press, emery grinder, bolt cutter, 10 horse-power boiler and engine, small tools, forge, blower, foot-bolt header and shears. In some cases good second-hand will do.

Mail Boxes.—S. A. Jones, North Court and Main street, Memphis, Tenn., wants to buy mail boxes at wholesale.

Oil and Fertilizer Machinery. — The Farmers' Co-operative Manufacturing Co-, Griffin, Ga., want machinery for cotton-seed oil mill and fertilizer factory. Address W. E. H. Searcy.

Paper Box Machinery.—H. G. Hall, Shelby, N. C., wants information as to cost of machinery for manufacturing paper boxes.

Planers and Matchers.—The De Loach Mill Manufacturing Co., Atlanta, Ga., want the address of manufacturers of pony planers and matchers.

Planing Machinery and Dry-kilns.—Geo, E. Porter, Branford, Fla, wants to purchase planer, shafting, &c., to rebuild burned mill; also two dry-kilns with capacity of 20 M feet lumber.

Pumping Engines, Boilers, Iron Pipe, &c. Proposals for furnishing and delivering at Anniston, Ala., two compound condensing duplex pumping engines, capacity 3,000,000 gallons each per 24 honrs; three horizontal tubular boilers: 36,000 feet 20-inch iron pipe; 6,200 feet 16-inch iron pipe; 16,380 feet 12-inch iron pipe; 2,808 feet 8-inch iron pipe; 33,058 feet 6-inch iron pipe; 1,200 feet 4-inch iron pipe; 10 tons special castings; 48 valves; 100 double-nozz'e fire hydrants; lead, marling, &c., and for laying pipe and setting hydrants, will be received until May 1 by T. G. Bush, Mobile, Ala. J. H. Turner, engineer, Mobile, can furnish plans and specifications.

Rails and Tin Pipe,—H. Stevens' Sons, Macon, Ga., want one mile of 12 lb. rail and 2,000 feet tin pipe.

Rails,-Thomas A. McIntyre, New York City, wants to buy rails.

Rails and Cars.—P. Josserand & Bro., Josserand, Texas, will want about 4 miles of 30-lb. steel rails and 8 or 10 logging cars next fall.

Resaw.—Towny Bros., Shady Grove, Ky., want a resaw.

Resaw, &c.—John L. Bowen, Gurleys Ala., wants to purchase a band or circular resaw of medium size or capacity; also a planer and matcher weighing about 3,000 the

Retorts and Condensers.—W. G. Mohris, Victoria, Texas, wants to correspond with parties who manufacture metalic retorts and condensers such as are used in the production of charcoal by the most recent economical methods.

Saw and Planing Mill.—The Enterprise Lumber Co., Goldsboro, N. C., want to purchase machinery complete for a heavy saw mill and new machinery for planing mill.

Saw Mill, &c.—A portable saw mill and portable boiler and engine are wanted by Thomas A. McIntyre, New York City.

Starch Machinery.—J. C. McCrummon, Paris, Texas, wants information as to machinery for starch factory. Also wants information in regard to the business.

Tar Still.—The Pine Wood Distilling Co., New Orleans, La., wants to purchase a new tar still. Correspondence is solicited.

Tram Cars.—J. E. Taylor, Jonesboro, N. C., wants to purchase tram cars, 5-foot gauge, 4-inch tread, 8 wheels and with breaks that will break all wheels. Cars are to be 12 feet and with capacity of 3 tons.

Water Works,—Proposals for building water works at Georgetown, Ky., and furnishing water for fire protection will be received until May I by S. M. Davis, chairman board of trustees.

Well Machinery.—Cameron & Bassett, El Paso, Texas, will purchase machinery to drill artesian well.

Wood-working Machinery.—Information as to the cost of machinery for manufacturing butter plates, strawberry baskets and grape baskets is wanted by G. H. Greene, Wilmington, N. C.

Wood-working Machinery.—The Selma Saw Mill & Manufacturing Co., Selma, Ala., want a 24-inch pony planer, axe-handle lathes, band saw, scroll saw, gang (mill) edger and lath mill.

Wood-working Machinery.—J. A. Wilson & Co., Wilson's Mills, N. C., want prices on a boiler and engine, 60 to 70 horse-power, I good flooring machine, I g-inch moulder, I panel raiser, I tenoner, I mortiser with boring attachment, I blind slat tenoner, I blind wiring machine, I resaw, I patent door and blind clamp, I blind style borer, I surfacer with carriage for trimming lumber and 100 feet 2%-inch shafting. Want prices and cuts for each piece if can be furnished.

Woolen Mill.—Machinery for spinning and weaving wool is wanted by James N. Emmitt, Fayetteville, N. C.

Baltimore Stock Exchange Quotations.

Reperied by ALEXANDER BROWN & Sous, Bankers, Baltimore.

BALTIMORE April 10, 1880

DALTIMORE, APRIL 10	, 1889.
	. ASKED.
Virginia 3-4-5 10-40's 35	34
Virginia 3's, new	M
Virginia Consol Coupons, N. F.	20
Virginia 10-40 Coupons, N. F 27	20
N. Carolina 4's au	
Norfolk Water 8's, C	195
Atlanta & Charlotte	-33
Wil., Col. & Aug	
Rich. & Dan. Gold 6's	¥
Va. & Tenn. ad s's	
Wilmington & Weldon Gold 7's 125	36 21634
Wilmington & Weldon 5's	33936
Wil., Col. & Aug. 6's	193
Atlanta & Char. 1st 7's	29236
Atlanta & Char. income 6's	% 203%
Cel. & Green. 18t, 6's	
Col. & Green, ad, 6's	202%
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Va. Midland, ed, 6's	**
Va. Midland, 3d, 5-6res	
Wa Midland seb sie	Tio
Va. Midland. 5th, 5's 97	36 98
Char., C. & Aug. sd, 7's	
West Va. Central 1st, 6's	20936
Ga. Pacific 18t, 6's123	110%
Ga. Pacific ad 77	7734
Cape Fear & V. Vailey 6's, A 104	44.7
Cape Fear & Y. Valley 6's, B 99	34 9934

Foreign Exchange Quotations.

Alexander Brown & Sons.
Baltimore, April 10, 1889.

HETHERINGTON & NASON.

Boiler Makers, Machinists, Railroads, Steam : Gas Fitters

Boiler Plate and Tank Iron, Lap-Welded Pipe and Boiler Tubes, Boiler and Sheet Iron Rivets,
Steam Brass Goods and Engine Trimmings, Iron Valves and Fittings. Pipe Workers'
and Machinists' Tools. Wood and Iron Pulleys Belting, Hose and Packing.
SEWER PIPE, FIRE BRICK and CLAY.

405 and 407 Elm Street,

Dallas, Texas.

C. R. MAKEPEACE & CO. ARCHITECTS and Mill ENGINEERS PROVIDENCE, R. I. Plans, Specifications an Estimates furnished for Cotton and Woolen Mills

LOCKWOOD, GREENE & CO.

MILL

ENGINEERS.

NEWBURYPORT, MASS.

PLANS AND SPECIFICATIONS FURNISHED FOR THE CONSTRUCTION SQUIPMENT AND GREANIZATION OF COTTON AND WOOLE





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ke Cable and Telegraphic Tra-of Money. Drafts Collected in all parts of the World.

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Situations Wanted. WANTED

Situation as bookkeeper or clerk in rail-road or banking office, or with manufac-turing company, either in Baltimore, New York or elsewhere Address E. L., care MANUFACTURERS' RECORD.

A gentleman having twenty years expr. ance in practical architectural and ornament draughting is open for an engagement to teach the same or would accept of a position in a manufacturer's or builder's offlice, where he could make himself useful. Address T. N. FRAISER, 1027 Mighin Street, PHILADELPHIA, PA.

WANTED.—Position as superintendent of a small or medium-sized cotton yarn mill by a thoroughly practical man, age 32, married, strictly temperate; is employed, but wishes to go South. Good references as to character and ability. Address P. O. Box 145, Central Falls, R. I. R. I.

PROPOSALS

PROPOSALS FOR WATER WORKS.—By order of the Board of Trustees, propositions for the construction of Water Works, and furnishing water for Fire Protection for the town of Georgetown, Ky., will be received until May 128. The right to reject any or all propositions is reserved. S. M. DAVIS, Chairman Board of Trustees, Georgetown, Ky. This April 5th, 1889.

JOHN L. WILLIAMS & SON, BANKERS.

- RICHMOND, VA

Our MANDAL OF INVESTMENTS, the largest p lication of the kind published by any banking ho in the United States, may be had upon applicat by parties interested.

Richmond Stock Exchange **Ouotations.**

Reported by JOHN L. WILLIAMS & SON, Bankers Ricmond.

RICHMOND, VA., April 9, 1889.

BANKERS AND BROKERS.

WILSON, COLSTON & CO. [Members of Baltimore Stock Exchange,] Bankers & Brokers.

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Investment and Miscellaneous Securities a specialty, and large lines handled. Exceptional facilities dealings in all classes of Southern Bonds. Loans on Collateral Securities negotiated. Quotations information furnished on application, and corresponding to invited.

Building Notes.

Aberdeen, Miss .- Bruce & Morgan, of Atlanta, Ga., have prepared plans for a \$20,000 public school building.

Atlanta, Ga .- The Paul Hayne school building will be enlarged to double the present size. Board of Education can give particulars.

Atlanta, Ga .- L. B. Wheeler is preparing plans for a five-story "flat" building, 100x150 feet, to cost about \$75,000. Two passenger and one freight elevator will be put in; also steam heat

Atlanta, Ga. - Judge Hammond, Mr. Westmoreland and Mr. Johnson are building residences on Capitol avenue at a cost of about \$12,000 each. Hugh Inman is remodeling his house at a cost of \$16,000.

Baltimore, Md.-A. C. Hanneman will erect to two-story brick houses on Madison street and s on Aliceanna street, and John E. Miller and Bernard J. Shuman, 15 two-story houses on Eagle street, 7 on Payson street and 6 on Pulaski street.

Baltimore, Md.-The Associated Reform ed Church have bought a site about 150x140 feet at Preston street and Maryland avenue to build a new church to cost about \$100,000. G. S. Griffith, Jr., can give information.

Cedartown, Ga.-Hotel.-A \$60,000 hotel will, it is rumored, be erected.

Charlotte, N. C .- Hotel .- The Buford will be enlarged and improved at a cost of \$20,000. B. J. Black, of Richmond, Va., is architect.

Chattanooga, Tenn.-The First National Bank have awarded the contract to erect their new bank building, previously mentioned, to H. C. Jackson at about \$60,000. It will be four stories.

Chattanooga, Tenn.-W. S. Winters will erect a \$6,000 frame dwelling; John F. Manning, \$5,000 frame residence; Thomas Crutchfield, \$6,000 residence, and Robert Hook, a \$6,000 brick building.

Cleveland, Tenn.-Bradley county will vote in June on the proposition to issue bonds to the amount of \$30,000 for a new courthouse.

Columbia, S. C .- W. R. Jester has the contract to build the warehouse for the Standard Oil Co., mentioned last week. It will be 40x100 feet.

Columbus, Miss.-The Georgia Pacific Railroad Co. (office, Birmingham, Ala.) have purchased 8 acres of land to build a brick freight and passenger depot.

Dallas, Texas.-John Bookout cont plates, it is said, erecting a four-story brick building.

Dallas, Texas.-Philip Sanger will spend about \$8,000 in improving and enlarging his brick building. Middleton Bros. will erect a four-story brick and stone building. 50x100 feet, to cost \$10,000. James Hopkins will build 3 two-story dwellings to cost \$6 600

Dallas, Texas.-The building of another college in West Dallas is being considered. Rev. Mr. Armstrong can give particulars.

Dallas, Texas.-J. W. Thompson will erect a \$100,000 building on Main street.

Dallas, Texas.-A New York company will, it is reported, build an eight-story business block.

Dallas, Texas .- F. N. Oliver will receive plans and specifications for a four-story brick and stone building to cost \$200 000 for the Oak Cliff Female Institute.

Dallas, Texas,-Sanger Bros, will erect a four-story building.

Dawson, Ga.-B. C. Adams & Co. will build a frame church 30x50 feet for the Presbyterians.

De Ray, Tenn.-The Farmers' Allian will build a corrugated iron warehouse. T. O. Abernathy is president.

Dyersburg, Tenn.-The Methodist, Presbyterian, Baptist and Cumberland Presbyterian congregations will, it is reported, erecl churches to cost \$10,000 each.

Easton, Md.-Hotel,-R. B. Dixon, J. H. White, J. F. Turner and others have organ-ized a stock company to build a hotel. It will probably be four stories, 200290 feet.

Florence, Ala,-The Florence Bapt Church have let contract for foundation their church, previously mentioned, to P. B. Allen & Co., of Nashville, Tenn., and are receiving bids for erection of building. Address L. P. Flemming.

Florence, S. C .- Bids for building the brick courthouse and jail for Flore county, previously mentioned, will be received until May I by James Allen. Architects are Bruce & Morgan, of Atlanta, Ga.

Fort Payne, Ala .- A. S Loventhal, of Birmingham, has organized a \$40,000 company to build a sanitarium.

Fort Payne, Ala .- J. A. Wilder has con tracted for 16 house

Fort Worth, Texas.-A natatorium govzo feet will be built at a cost of \$50,000.

Fort Worth, Texas.-A five-story building sooxoo feet will be erected.

Franklin, Texas-Hotel.-A large hotel will probably be erected.

Gladstone, Va .- J. P. Pettyjohn, of Lynch urg, has contracted with the Richm Alleghany Railroad Co. (office, Richmond)

to erect a new depot. Greensboro, N. C .- The new church previously mentioned as contemplated to be built by the Presbyterians will cost about \$15,000.

Green Forest, Va.—Virginia capitalists have offered to erect 200 houses in Russa Vista within two years if granted a certain unt of land.

Greenville, S. C .- Hotel,-W. M. Crookshanks, A. S. Duncan, J. L. Orr and others are organizing a stock company with a capital of \$15,000 to build a hotel on Paris

Henrietta, Texas,-The Farmers' Na. tional Bank will erect a bank building.

Hot Springs, Ark .- The New York Hotel Co. have commenced work on their hotel previously mentioned. It will be 70x550 feet, and will cost, it is stated, about \$400,000.

Houston, Tenna.-W. L. Foley will erect a large store building. Mr. Heiner is the

Knoxville, Tenn.-The address of ti Lane Bros. Manufacturing Co., reported last week as receiving contract for the erection of the jail, is Newark, Ohio.

Knoxville, Tenn.—E. Morgan, of Hot Springs, N. C., will build several bridges for the Powell's Valley Railroad Co.

Knoxville, Tenn.-The Chilhowee Club will probably purchase a site soon on which to erect a clubhouse. C. J. McClung can give particulars

Knoxville, Tenn.-J. A. Galyon & Son will erect four two-story business houses for R. Strong to cost \$20,000.

Knoxville, Tenn. -- McTeers, Payne, Burger & Hood will erect a large building. ert Baumann is the architect

Knoxville, Tenn.-Hotel .- Dr. M. M. Harris contemplates building a five-story hotel (to contain 175 rooms) at Gay and Park streets if a hotel is not built at Gay and Depot streets

Depot streets.

Louisville, Ky.—Mason Maury has prepared plans for the library building previously mentioned as to be built by the S ern Baptist Theological Seminary. It will be three stories, 75x100 feet, and will cost about \$50,000. Steam heat will be put in. W. C. Lyon is superintendent building.

Macon, Ga.-D. B. Woodruff, 335 Third street, will receive proposals until May 25 for furnishing material and work for the basement story of St. Joseph's Catholic

Macon, Ga.—The Standard Oil Co. have purchased 1% acres of land on which to

erect at a cost of \$10,000 a brick warehouse, two stories, 35x135 feet.

Madison, Ga.—Hotel.—H. C. Matthews has rented the Crawford House, and will enlarge and remodel it.

Maxton, N. C.—An industrial school will, it is reported, be established and \$40,000 expended for the buildings.

Memphis, Tenn.—A site for a \$20,000 residence has been purchased from B. M. Stratton.

Meridian, Miss.—The Cotton Exchange and the Board of Trade will erect a building.

Montgomery, Ala.—The Great Southern Exposition Co. has been organized, and will erect an exposition building. W. F. Vandiver can give particulars.

Natchez, Miss.—Jas. Farrell has been awarded the contract for the erection of a new engine-house at \$5,175. The brick work will be done by O'Brien & Co.

New Orleans, La.—The sugar warehouse, contract for which was previously mentioned as let, is being built for the Louisiana Sugar Refinery Co.

Orangeburg, S. C.—Hotel.—The building of a large hotel is being agitated.

Paducah, Ky.—Hotel.—H. H. Houston has purchased the hotel from S. R. Bullock and will complete the building.

Paris, Texas.—The Baptist Church and the Presbyterian Church will each build new edifices.

Parkersburg, W. Va.—V. A. Dunbar is organizing a stock company to erect an office building four stories high, 60x100 feet.

Point Pleasant, W. Va.—O. S. Phillpot, of Wheeling, has prepared plans for a \$17,000 schoolhouse.

Quitman, G1.—Hotel.— A company is being organized to build a hotel.

Rayne, La.—Frank Blanc has been awarded the contract for the erection of a school building and an opera-house.

Roanoke, Va.—The Hyde Park Land Co. will build six brick residences.

Rocky Mount, N. C.—The city will issue bonds to build a hall, &c. W. E. Fountain, mayor, can give particulars.

Savannah, Ga.—The Odd Fellows will rebuild their large hall, reported in this issue as burned.

Savannah, Ga.—The Cumberland Presbyterians will rebuild their church, reported in this issue as burned. Loss was \$200,000.

Searcy, Ark.—The Searcy Mutual Building Association has been organised with B. C. Black as president.

Shelby, N. C.—Hotel.—A company is being formed to build a hotel, and are corresponding with architects in regard to plans, &c. Address secretary.

Shreveport, La.—An election will be held in Caddo parish April 20 to consider the issuance of \$40,000 in bonds to build a new courthouse.

South Pittsburg, Tenn. — The Marion county court has appointed committees to have a jail built and to purchase six fire-proof safes.

Spartanburg, S. C.—The name of the company lately mentioned as being formed to build a \$25,000 college is the Converse College Co. D. E. Converse can give particulars.

Talladega, Ala.—Clardy Bros., of Anniston, will erect five brick buildings on Battl street.

Talladega, Ala.—Hotel.—I. N. Brazzale, of DeFuniak Springe, Fla., has contracted with the Horne Land Co. to build a \$40,000 hotel. Capital of company is \$40,000. Work will be started in 30 days.

Tampa, Fla —Hotel,—An additional wing 300 feet long will be built to the Plant Hotel Tampa, Fla.—Mr. Le Due is preparing to to erect six store buildings.

Taneytown, Md.—The Taneytown Savings Bank will erect a new building.

Thomasville, Ga. — Hotel. — The Gulf House, previously reported as burned, will be rebuilt at a cost of \$10,000. Mr. Gunn is the architect.

Tuskaloosa, Ala.—The city will build a hall to cost \$25,000. Plans are wanted by the mayor.

Vicksburg, Miss.—The Vicksburg & Meridian Railroad Co. contemplate building a new depot.

Washington, D. C.—The Fidelity Trust & Safe Deposit Co., of Philadelphia, Pa., will not erect a large building as stated last week.

Washington, D. C .- Dr. W. P. C. Hazen will erect 7 brick dwellings to cost \$10,000; David A. Windsor, I brick dwelling to cost \$25,000; L. C. Kengla, 3 brick dwellings to cost \$11,000; J. Maedel, a brick dwelling to cost \$4,000; Chas. Gessford, a brick dwelling to cost \$4,250; Mrs. M. Stewart, a dwelling to cost \$7,000; W. H. Carrico, 3 brick dwelling to cost \$10,000; H. K. Simpson, 3 brick dwellings to cost \$10,000; J. T. B. Pyles, a dwelling to cost \$4,250; E. G. Johnson, a \$5,000 brick dwelling at 906 23d street N. W., Fred W. Pilling, a brick dwelling on R strect N. W. to cost \$12,000; W. J. Flather, two brack dwellings to cost \$5,000, architect, John Larcomb; Charles Vessel a \$7,000 brick residence; Mr. Sheehy, \$6,000 brick store building; Clayton Hornmiller, \$5,000 brick residence; Joseph J. Bass, 5 brick dwellings to cost \$24,000; Benjamin Carpenter, brick dwellings to cost \$10,000; Warren Bros., 3 brick dwellings to cost \$10,000; R. W. Tyler, 3 brick dwellings to cost \$20,000; J. L. Barbour, a five-story warehouse, 30x110 feet, at a cost of about \$15,000 on Pennsylvania avenue: Carpenter & Johnson, 4 brick dwellings to cost \$8,000; A. Lepreux, one brick store and office to cost \$12,000, and Addison & Larcombe, 8 brick dwellings.

Washington, D. C.—A. H. Brown will erect a four-story 25x72 foot dwelling on Rhode Island avenue to cost \$16,000.

Washington, D. C.—A site has been selected for one of the five new school buildings previously reported. The cost will be about \$25,000. District commissioners can give particulars.

Washington, D. C.— Hamline M. E. Church will erect an addition to cost not more than \$15,000. Dr. Naylor is pastor.

Washington, D. C.—Hotel.—Bruce Gray has prepared plans for a four-story brick hotel to be erected on Pennsylvania avenue to cost about \$35 000.

Washington, D. C.—A. P. Clark has prepared plans for a storage and office building to be erected at 918 F street at a cost of \$75.000. It will be of brick, nine stories, 23x159 feet. Steam heat and freight elevator will be put in.

Washington, D. C.—Mr. Germiller has prepared plans for 8 brick dwellings to be erected by D. B Groff at a cost of \$20,000; C A. Didden, plans for an \$18,000 brick residence for Dr. Behring; John Fraser, plans for a \$15,000 brick residence for A. H. Brown; George Tasker, plans for four brick dwellings for Wright & Stocking, to cost \$11,000; Joseph Burden, plans for two brick dwellings for M. J. Lane, to cost \$10,000, and J. C. Yost, plans for \$8,000 residence for E. J. Hill.

Washington, D. C.—F. G. Atkinson has prepared plans for six brick dwellings to be erected at a cost of \$15,000 by Richard Rathwell; plans for a \$15,000 brick residence for H. F. Woodward, and plans for a \$10,000 residence for Julius Lansburgh.

Washington, D. C.—Morris Schneider will erect a \$12,000 brick residence; F. F. Schneider is architect. H. A. Willard will build 12 brick dwellings to cost \$40,000; Mr. Lipscomb is architect. James Lingenfelter will build 7 four-story brick store buildings to cost \$35,000; architect is J. E. Moran,

Wheeling, W. Va,-John McClure contemplates erecting a large brick building.

Wheeling, W. Va.—Wm. Ellingham will receive bids for the erection of a schoolhouse.

Wheeling, W. Va.—The Union Building Association has been organized with H. F. Jones, president; H. P. McGregor, treasurer, and W. H. Caldwell, trustee.

Winchester, Tenn.—The Franklin courthouse will be enlarged.

Winona, Miss.—The Masons will build a two story brick hall 40x125 feet.

Winona, Miss.—Hotel.—A stock company is being formed to build a hotel to cost about \$25,000.

DENNIS LONG & Co., of Louisville, have secured a contract to make 30 miles of 42 inch gas pipe for a Pittsburgh natural gas company. Southern works are steadily invading Northern markets with their product. What a story of progress this tells.

In the letter of Mr. Wm. H. Edmonds on Florence, Ala., where reference is made to the quality of ore on a 1000 acre tract of land owned by the Florence Cotton & Ir. n Co., the following statement was accidentally omitted:

Analyses by different chemists show it to contain from 55 to 59 per cent, of metallic iron, and less than one-tenth of one per cent, of phosphorus.

FLOUR MILL AND ELEVATOR TO BE BUILT-COLUMBIA, TENN., April 6, 1889. We have organized a stock company for 200-brl. roller mill and 150,000 bus. elevator. Machinery will be let by contract.

McLemore & Bro.

MORRISTOWN VOTES \$50,000 TO RAIL ROAD—MORRISTOWN, TENN., April 6, 1889—Morristown voted last Friday to subscribe \$50,000 to build the short link—20 miles—to connect with the Cumberland Gap Railway. Only 3 dissenting votes.

TO START FURNITURE FACTORY.—LENOIR, N. C., April 4, 1889.—We have organized a joint stock company for the manufacture of furniture and chairs. J. M. Bernhardt is president and treasurer. Capital stock \$15,000; \$9,000 paid in to

date. We will want a complete outfit of wood-working machinery.

LENGIR FURNITURE CO

GORDONSVILLE, TENN., April 5, 1889.

Messrs. James & Gold Bros. & Co. think of putting in machinery for making brick. They have the steam power and would like to have estimates upon brick-making machinery for a small plant. The masorry contract on the Caneyfork River bridge of the N. & K. Railroad has been let to Messrs. Smith & Neely, and they have commenced the work.

B. A. James.

SPOKE AND HANDLE FACTORY.—FLOR-ENCE, ALA., April 4, 1889.—The Gibson-Hilliard Manufacturing Co. has been organized with a capital of \$50 000 for the manufacture of single trees, spokes, handles, and all kinds of turned goods. The officers are Joseph Button, president; H. C. Hilliard, secretary; N. C. Etting, treasurer, and W. A. Gibson, superintendent. Will be in operation in sixty days. Large brick building, to be used as factory, now in course of construction.

JOSEPH BUTTON.

BUILDING LARGE COTTON MILL - CHESTER, S. C., April 4, 1889.—We are building for 300 looms and 8,000 spindles. Have not bought any machinery yet, and will want all in a few months. Chester Mnpg. Co.

WILL BUILD COTTON MILL — ABBE-VILLE, S. C., April 1, 1889.—We expect to build a cotton mill as soon as possible. We will purchase boilers, engines, elevators, steam heaters, mill machinery necessary for cotton mills and any other machinery necessary. Our capital stock will be between \$50,000 and \$100,000 Aug. W. SMITH.

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R. H. COBB, Investment Co. Anniston, ala.

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Correspondence Solicited.

Minimum Capital, \$10,000. Authorized Capital, \$200,000.

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tories.

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E. H. CAMPBELL, E. H. STEWART, Secretary. President.

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HIGHEST ELEVATION ON HANDSOMEST STREET
AMORICAN Plan, \$3.00 to \$4.50 per day.
Telegraph for Rooms at our expense.
C. WARNER STORK, Proprietor

A Bargain!

One 8-horse boiler and 6-horse engine attached. Only in use two months. Also one 26-inch back-geared Bickford Drill in perfect order. Only in use two months. For prices, &..., apply to F. P. McINTYRE, NORFOLK, VA.

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Desiring a Staple Article on Royalty or Shop Right. For particulars of the "Lan dis Patent Steam and Hot Water Radiator" address EZRA F. LANDIS.

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OF EVERY GRADE.

Richmond Lubricant & Mica Milling Co. RICHMOND, VA.

SALE FOR 320 Acres of Land.

upon which a WELL DEFINED VEIN OF MANGANESE has been exposed, located four miles from the Iron Moun-TAINS AND DIRECTLY ON THE LINE THE MEMPHIS AND INDIAN TERRITOR. R. R., now in course of construction.

ROBT, W. WORTHEN,

LITTLE ROCK, ARK.

$WANTED \equiv$

organize a Stock Company for the purpose of purchasing or controlling the Largest Budy of Bessemer Iron Ore in the United States (Brown Hematite). 250,000 tons in sight; over 9,000,000 tons on the property. In six miles of railroad now, and will have a railroad alongside of it inside of six months. Can be Delivered in Pittsburgh at a profit of \$1.50 per ton. Assays

This analysis was made by Prof. P. B. Wilson, of Baltimore City, and several noted chemists in the United States. Address MINER, care Manufacturers' Record, Baltimore, Md.

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Manufacturer' Agents Screws, Steel Nails, Pig Iron, Bolts, Rivets, Files and Raspe, Bar, Hoop, Sheet and Boiler Piate, Chains, E-gines and Boilers, Wood and Iron-Working Machinery, Rallway Supplies, Plants & Oils. Southern Agents of the Linden Steel to.

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A 1,000 ton Taylor Hydraulic Cotton Compress virtually new and in perfect order. Warranted and guaranteed to do standard work. The best style of aranteed to do standard work. The best style tress ever built. Capacity 1,200 to 1,400 bales per sy. For particulars as to price, terms, etc., address.

Cotton Mill Stock WANTED.

Will exchange for stock of any good mill or will sell on long time 70 or less 36-inch top flat Cotton Cards, Wellman Self-Stripper, well clothed and in excellent condition

WINFIELD S. RUSSELL

TROY, N. Y.

Cotton and Woolen MACHINERY.

50 Crompton Fancy Cotton Looms, nearly new, 36 inch reed space, for 12 Harnesses. 4 boxes at one end, 1 at the other.

My Store Houses here have over 2 ACRES of floorage, which is covered with good ma-chinery including nearly full systems for Cot-ton and Woolen Mills.

. JEREMIAH CLARK, .

Office, 63 Dutton St.

FOR SALE.

Or, if desired, will place property in as so much stock.

Large Brick Cotton Mill.

Capacity 200 looms. Operative houses. Eight hundred acres of well timbered lands Four to five thousand bales cotton received near the mill. For further information,

M. M. SMITH,

Autaugaville. Ala.

Valuable Manufacturing Property FOR SALE. The Swift Creek Cotton Mfg. Co.

Offer for sale, at a bargain, their valuable property, situated in Chesterfield County, Va., about 24 miles from Petersburg. The property consists of a large and compara-tively new brick mill building, with ample Water Power; fourteen large double frame buildings for operatives; superintendent's residence and other necessary buildings, besides 182 acres of land, Labor can be had cheap. For further information, terms, price, &c., addres-

> GEO. H. DAVIS, President, or JOHN ARRINGTON & SONS, PETERSBURG, VA.

FOR SALE.

Complete Equipment of Machinery

COTTON MIL OF 4,000 SPINDLES.

Adapted for the manufacture of white and colored Warps, Twines, Yarns, &c. The machinery is all modern, of late pat terns, has had the best of care during the comparatively short time in has been in use, and will compete successfully in quantity and quality with any that may be had. The former superintendent, a thoroughly practical and experienced man, would take a small interest in mill wherever established, and management of same if desired. For schedule of the plant, price and terms, address

G. W. ARNOLD & CO.

TROY, N. Y.

System of 2752 Spindles

For Carpet Warp, Balled Twines, Yarns, &c.

BUILT IN 1887 and 1888.

Wilton, N. H., Cotton Mill.

TO BE SOLD IN LOTS AS DESIRED.

- 1 36-inch 2 Bester Lapper, Atherton Machine Co.
- 20 36-inch Flat Cards, Wellman Stripper, clothed.
- 2 Railway Heads, fast eveners, Franklin Machine Co.
- 2 Lines Railway Troughs, built in 1888.
- 2 Drawing Frames, 4 deliveries each, Lowell Machine Co.
- 80 spindle Slubber, 10x5, Providence Machine Co.
- 2 72 spindle Speeders, 74x4, Lowell Machine Co.
- 8 176 spindle Spinning Frames, 14 inch ring, 6 inch traverse, 24 inch guage double adjustable ring. Doyle separators, Sawyer spindle of latest pattern Atherton Machine Co; built in 1887.
- 4 128 spindle Spinning frames, 14 inch ring, 6 inch traverse, 22 inch guage, adjustable rings, Lowell separators; Eureka (Lowell Machine Co.) spindle, built by Lowell Machine Co. in 1887
- 4 208 spindle Spinning Frames, 1 9-16 inch ring, 24 inch guage, 6 inch traverse, adjustable rings, Sawyer spin-dle of latest pattern; Phenix Mf'g Co, built in 1887.
- 2 100 spindle Twisters, 21 inch ring, 51 inch traverse, with Sherman Rabbeth spindle, double adjustable rings, creel for 4-ply; Hopedale Machine Co.; built
- 2 72 spindle Twisters, 31 ring, 41 inch traverse, Franklin Machine Co.; creels for 6 ply; built in 1888.
- 2 72 spindle Twister. 3½ ring, 4½ inch trav erse, Hopedale Machine Co.; creels for 6 ply; built in 1888.
- 1 40 spindle Spooler, # inch guage, 6 inch traverse. Wade bobbin holder. Lafilin guides; Hopedale Machine Co., built
- 2 60 spindle Spoolers, 44 inch guage, 6 inch traverse; G. H. Payne & Co.; Wade bobbin holders, and live spindle.
- 1 Carpenter Reel, 40 spindles; 84 in guage. 4 60 4 4 38 44 31 "
- 2 12 spindle Ballers, Silver & Gay's make, two swifts to each, for winding from reel, iron change cams for any shape ball; built in 1888; and 1 12 sp. reels for same
- 1 50 spindle Doubling Spooler, doubles 4 ends or less, spool 4x6 inch; new.

Complete outfit of bobbins, spools, change gears, &c. The above, with the exception of cards and speeders, is practically new, having run but a few Will be sold at a low valuation if taken altogether, or would sell a considerable portion of it in one lot.

For further particulars and prices, also for list of other cotton machinery for sale, apply to

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PORTLAND CEMENT.

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Send for tests and all particulars to ERSKINE W. FISHER, LAW BUILDING, No. 15 Broadway, NEW YORK.

Eastern Lumber Markets.

[Special correspondence MANUFACTURERS' RECORD.] NEW YORK, April 8, 1889.

Quite a commotion was raised the other day in Eastern Pennsylvania by a reported sale of a million feet of hemlock stuff at less than the market price. It was claimed that the stuff was 3 inches wide, but when the matter came to be investigated, it was found that it was only 24 joist. The Exchange met and protested against the establishment of a new size to the already numerous list. There is quite an active demand for hemlock in this and all other Eastern markets, and the advance estab lished in January is pretty well maintained all the way from Boston to Philadelphia. The hemlock production this winter was a little under the usual output, and this, together with the improving demand for work of all kinds in which lumber predomina'es, is the reason for the better condition of the market and the stronger prices. A few large dealers have booked some lumber at the unward tendency and have sent special representatives into middle Pennsylvania to make personal inves tigation and to find out the spirit of the leading manufacturers there. The reports received are not at all quieting. The manufacturers throughout Pennsylvania are evidently determined to make the best of the slight advantage secured and are working together in harmony and will still further advance prices should it be possible. Prices are firm and sales are large. Building requirements are coming in freely. Both city and country shipments are being made quite promptly over all roads leading from the region. The New England demand for hemlock will be somewhat larger than usual. Stocks there have run down very

much. Yellow pine continues active in this and all other markets along the Atlantic, and sold during the past few days. Several large contracts were placed for the delivery of pine during the season. There is a steady inquiry among Southern manufacturers for stocks, and this is having the natural effect of hardening values. Country inquiries are quite numerous. Advices from far Western markets show that prices are demoralized. Flooring is in large supply and prices have weakened since the first of the month. Carload lots of flooring and ceiling are being hurried in and sold below current quotations. Railroad companies are being asked to lower freights on lumber on account of the sharp competition going on. This unfavorable condition of things has not extended to Eastern markets, and there are no indications that it will. Coastwise freight rates are \$7.75 from Mobile, Pensacola at \$6.75, from Jacksonville and Fernandina \$6, from Charleston \$5.75. from Wilmington \$3, from Norfolk these figures are gradually cut down. Lighterage rates to New York are as follows: on the north side extending from pier 1 to 72nd street; on east side from pier 1 to 63rd street; on Jersey side from National Storage Docks to Oak Cliff; on Brooklyn side from Hansell street to the first bridge. A tour among the lumber yards of the city furnishes some very interesting points. Occasionally some erroneous statements are made with reference to stocks and prices, but they are due to lack of information more than to any intention to misrepresent. Taking New York stocks all in all they are lighter than during the fall or even last spring, if we take into consideration the present and prospective demand.

A buyer of any kind of lumber will find no difficulty in obtaining what he wants, but there is this to be said about the lumber supply, that if all users of lumber purchased or contracted for all that they wan'ed for the next sixty days there would be a general and surprising scarcity | Poplar is also growing in demand, and manifest itself. There is an increasing in view of the very active demand through-

tendency in this market to keep sample stocks rather than complete stocks and the custom is to send for supplies as wanted, allowing manufacturers West and South to carry stocks which can be drawn upon at pleasure. The white pine supply is increasing every day. A month ago we had very little on hand; since then the stock has been doubled and an immense amount is coming down the river. The promise of a heavy supply is not frighten ing buyers in the least. Our buyers are quite as confident as they were two or three weeks ago of lowering quotations. This condition of the market arises from the fact that the supplies of white pine in the West are believed to be under control. While there will be no scarcity, there will be not such abundance as to lead the cutters of prices to cut them as they did last year. The consumption of lumber in this and adjoining markets will be very heavy this year. There is a scarcity of Eastern spruce here and prices are consequently higher. A few cargoes have already arrived and have sold away up.

Rates on lumber from the Southwest re 27 cts. to Ca'ro to New York, 30 cts. from Missouri. Protests have been filed before the New York Traffic Association against these differences, and an equalization of freights between the two sections will probably be brought about. A re duction of 30 per cent. has just gone into effect on points between Chicago and Missouri points. The Tennessee poplar manufacturers are confident that they will be able to extend their trade into Kansas and Michigan, through an adjustment of freights between St. Louis and Kansas City. Reference is made to this because of its probable influence upon poplar quotations in Eastern markets. The creation of a poplar market in the West will lessen the supply in Eastern markets, and conse quently prices will go up. The same in fluence will probably affect white pine. As far as can be learned at this point, the demand for white pine throughout the West will be considerably increased this year. Southern lumber dealers are not altogether satisfied with the action of the Illinois Central Co. in demanding 27 cts. from Jackson, Miss., to Chicago, while other roads traverse the same territory and charge but 22 cts.; while from Texarkana the rate is but 24 cts., and from points in Arkansas 14 cts The Mississippi and Alabama manufacturers feel that they are being discriminated against in the favor of trans-Mississippi manufacturers. All these facts must be kept in mind in order to draw an intelligent and compre hensive conclusion regarding the New York lumber trade, even so far as the New York market is concerned. Railroad companies are studying the lumber traffic, the lumber market, and the lumber interests are being subjected to new and unexpected influences. No conclusion with reference to New York, Boston, Philadelphia or Baltimore is correct, which ignores the influences at work on Chicago, Kansas City, St Louis and other markets in the far West. It is gradually becoming apparent that the trade in these sections of the country is having a marked effect upon prices. Away down in the Kennebec region in Maine the cut was 87,000,000 feet less than last win-What the production of the South will be this season cannot be found out or approximately ascertained. It is safe to say that it will be greater than last year, that better prices will be realized, that wider markets will be reached, that the Southern lumber interests in general will be placed upon a stronger foundation than they were placed last year. Coming down to specific details, it is apparent from the transactions in this city last week, that yellow pine and North Carolina pine both

will have an excellent run all this year.

out the Ohio valley it is probable that a farther advance will be made in this city within a month. Quite a number of deal ers report an improving demand for quarter sawed white oak. Stocks of cherry are light. Sycamore is arriving in this market only as ordered forward. Inch poplar is wanted everywhere. Fiveeighths is in better demand than for many months. Culls are picked up very quickly. Maple boards are inquired for more freely than usual, but the actual sales do not foot up very high. There is a demand for uppers and cooperage stock. Doors, sash and blinds are also in more demand, owing to the expansion of building operations but the large stocks which have been accumulated at the manufacturing points secure manufacturers against the proba bility of an advance.

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In car load lots, delivered to any point at lowest prices, and under full guarantee. Cypress is much better material for roofs than pine, is much more durable, and does A. C. DANNER, Mobile, Ala.

SOUTHERN LANDS.

Mineral, Timber and Phosphate Lands FOR SALE BY

E. WILLIS, CHARLESTON, S. C.

Mineral & Timber Land Co. OF THE SOUTH.

Capital - \$100,000.

Mineral and Timber Lands in the Southern States Bought and Sold on Commission.

Agencies in New York, Chicago, Boston and Lendon.

We call the attention of owners of large tracts of land to the unusual advantages of-fered by this Company. Address LEWIS T. BAXTER,

Secretary and Treasurer, Mashville, Tenn. Beferences: The bankers and business men of Nashville, Tenn.

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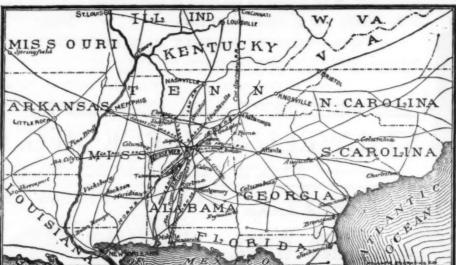
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BESSEMER, ALA.

WHERE IS BESSEMER?

Located according to its latitude and longitude, Bessemer is in 33 deg. 20' North latitude and 37 deg. West longitude from Greenwich. Its position in the State of Alabama is just above its center and about midway between its eastern and western boundaries. Its position in the Southern States is a noticeably central one. It is midway between Montgomery and Decatur, between Montgomery and Decatur, between Maridian and Chattanooga, Mobile and Nashville, Savannah and Memphis, New Orleans and Louisville, all of which will readily appear from the map published herewith. So far as its geographical location is concerned it could not well be more central, more on the lines of communication and transportation between the leading and principal commercial and manufacturing centers in the South. It has lines of railway leading direct to Texas, via Vicksburg and Shrevesport and via New Orleans; to Gulf ports, directly to New Orleans, to Mobile and to Pensacola; to all of the Atlantic ports and to the North, Northwest and West. No city of its age was ever so favored with so admirable, comprehensive and extensive a system of railway transportation.

On the 13th of April, 1887, the first lot was sold in Bessemer; on the 15th of the following September the place was incorporated as a city, having then a population of 1,500 people. At this time, 1st September, 1888, it has a population of 3,500. It has over 400 different structures, some of them business bl cks that would highly credit a city of a hundred thousand population. Over two million dollars so far have been invested in improvements. It has completed the largest rolling mill plant in the South, and two of the largest





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In an area of four blocks, nine lines of

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The Georgia Pacific R. R.
The Kansas City, Memphis & Bessemer R. R.

The Bessemer & Tuscaloesa R. R.

The Bessemer Dummy Line (atandard gauge).

All of these lines are running to Bessemer. The Bessemer & Huntsville is completed as far as Village Springs, forty miles on the way up Murphree's Valley, with its ultimate terminal point at Huntsville. It is being rapidly extended.

with its ultimate terminal point at Huntsville. It is being rapidly extended.

The Bessemer & Tuscaloosa is completed to Woodstock, a distance of thirty miles, lacking only eighteen miles of reaching Tuscaloosa. At Woodstock this line connects with the Blocton Coal Mines Railway.

Mines Railway.

The lines of the Bessemer, Selma & Pensacola R. R. and Mobile & Bessemer R. R., now under contract and in process of construction, both center in this area.

The Sheffield & Bessemer R. R. is projected to Bessemer. It is now built as far as Jasper, forty miles morthwest of Bessemer.

iron furnaces, extensive foundry and

machine shops and planing mills. Five

more iron furnaces are under contract.

three of them with foundations already

being laid. An enormous furnace fac-

tory, machine shops and boiler works

are being located, and will construct the

five furnaces men ioned. An enormous

fire brick, tile and terra cotta plant is being

established; has already commenced the

manufacture of fire brick and will regularly employ 200 hands.

H

WHY DOES BESSEMER GROW SO RAPIDLY?

Because it presents opportunities for the investment of capital, the establishment of manufactories and industrial institutions and for labor, common and skilled, that are unusual and unrivalled. In Bessemer, pig iron is being made cheaper than at any other point in the United States. The iron ore, the coking coal and the limestone are almost within a stone's throw of the city. The site of Bessemer is superb, unusually attractive, unimpeachably healthy, with thorough drainage and first class water

Because it presents opportunities for the investment of capital, the establishment annufactories and industrial institutions and for labor, common and skilled, that unusual and unrivalled. In Bessemer, pig iron is being made cheaper than at any established.

The illustrations are of two structures already completed, one costing \$125,000 the other \$40,000. There are a large number of similar structures in Bessemer already completed.



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it is safe to predict, from the fact that Fort Worth alone is the entrepot of that great country, that she will, in twenty-five years, be

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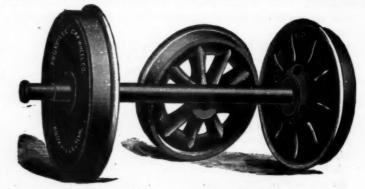
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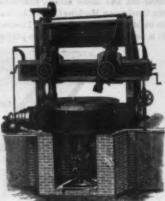
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No. 2 Dimension Saw.

The demand for a machine that will rip, cross cut and make miters, has induced the Cordesman Machine Co., of Cincinnati, to build the machine herewith illustrated. It is designed especially for these purposes, line with saw, or if desired may be swayed

a little one way or the other.

With each machine the manufacturers furnish one 18 inch rip saw, one ripping fence, one square cross cut saw, one miter fence, wrenches and countershaft. Extra gaining and grooving heads and special

middle of roof, with, however, but very indifferent results

We illustrate herewith diagrams (Nos. 1, 2 and 3) showing the application of a system which is claimed to afford positive relief at all times, regardless of atmospheric influences. These diagrams are

fire in detail. Diagram No. 3 shows a canopy hood suspended over fire, provided with a counter-balance weight, and connected with branch pipe leading to main flue by a telescopic joint, whereby the height of the hood from fire may be varied at will. This feature is found to be of special convenience, particularly when starting up fires, as the hood can be lowered so as to completely enclose the fire, preventing the escape entirely of smoke, and when fire is under way, the hood may be elevated to any height suited to the work.

The proper construction of hoods and pipe connections for forge fires is not genera'ly understood, and superintendents and managers of shops who are thoroughly well informed on all ordinary details of shop equipment and management are frequently at fault here. The current impression is that the larger the hood, or the more "glare" it has, the better the results obtained. The fact is, it is claimed, that in no case should the extreme diameter of the hood exceed twice the diameter of the branch pipe to which it is connected, and very good results are secured by dispensing with the bell-shaped hood altogether, simply carrying the branch pipe, provided it is of sufficient size, down to say 14 or 16 inches of the fire.

In diagram No. 3 is shown the blower connected to the blast pipe carried under-



NO. 2 DIMENSION SAW

and can be used to the best advantage in all kinds of wood-working establishments In this tool they have embodied many new principles. It is heavy, self-contained, and the saw has a vertical adjustment, while the table may be tilted to 45 degrees.

The frame is large and cast in one piece making it superior in strength and rigidity to all other similar saw benches. An extension to carry countershaft is cast in it, necessitating but a single alignment in setting machine. A saw guard to prevent accidents is also provided.

The table measures 4 feet long, 3 feet wide and is substantially ribbed. Grooves are planed in same for the reception of cross cut and miter fences. The opening for cutters to pass through is large enough to admit of the use of a 20-inch saw. Two turned, dove-tailed radii fitted to under side of table gives it a tilting movement and substantial bearing. Degree marks are cut in front radius indicating angle of table while being tilted.

The arbor is of large diameter, revolves in long, self-oiling boxes, and is made of refined machinery steel. The boxes are cted and fitted to dove tailed inclined frame, gibs being provided to take up wear. By means of hand wheel and screw the saw may be adjusted to suit various thicknesses of material, and at such an angle that there will be no variation in length of belt.

Belt from m of skafting Plan.

FIG 1

fences will be furnished at small additional cost. For other information address Cordesman Machine Co.

The Removal of Fumes, Smoke and Gas in Smith Shops.

In the winter season, when closed

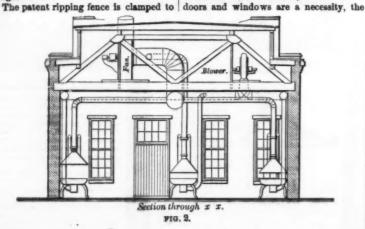


table and may be speedily adjusted to allow material up to 18 inches wide to pass between it and the saw. It has a rack and

smoke nuisance in smith shops, especially when starting up the fires in the morning, becomes of a very pronounced character, pinion movement operated by small hand the fumes usually permeating every part of the factory. Hitherto relief has been it is held firmly by thumb nut. This fence is no made that it can always be kept in

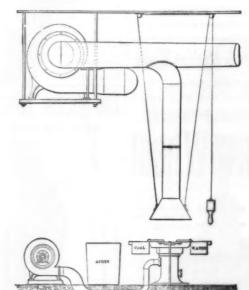


FIG. 3.

taken from an equipment now in success ful daily operation. Figure 1 shows the ground plan of a smith shop running 19 fires, with the system of piping by which they are supplied with blast from a power blower, and the smoke and fumes drawn off by means of an exhaust or suction fan. Figure 2 is a cross section through the same shop, and figure 8, elevation of one

neath the floor. The arrangement is in many cases advisable, as it usually requires less piping, is out of the way and free from danger of breakage. When blast pipe is

laid in the ground, ordinary sewer tile makes an excellent conduit for the air. The accompanying diagrams are furnished by the Bufalo Forge Co., Buffalo, N. Y., who furnished the equipment illustrated herewith.

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Reing located in a mountainous district, the climate is remarkably healthy and

Being located in a mountainous district, the climate is remarkably healthy and brious, with no extremes of either heat or cold, and is entirely above the yellow

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FACTS

ABOUT

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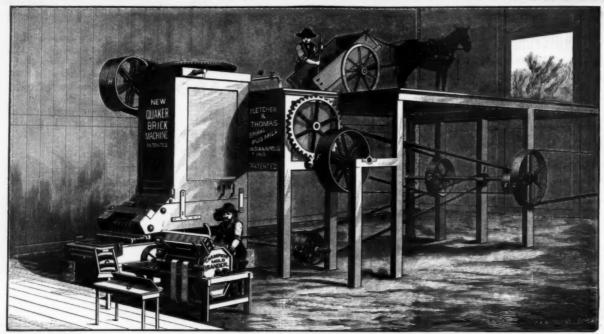
Agencies to base credit ratings upon the amount of capital employed, almost, it may be said, in a fixed proportion-a firm possessing large capital receiving a correspondingly high credit rating, while, on the centrary, those having limited capital (if rated at all) are reported as having limited or no credit whateve

This system is unquestionably false, as affording an unjust discrimination against that class of business men who, while having sma I capital, are possessed of such business sagicity as always to employ their capital with prudence and safety, thereby giving as ance of their continued solvency. On the other hand, many firms that have large capital are so deficie in business qualifications as to be entitled to no credit whatever-and in addition, experience daily damonstrates that, owing to their greater tendency to sion and extravagance, as well as an ur confidence in the stability of their credit, their failures are more frequent and disastrous than those of their more conservative or more cautious neighbors. Sound judgment and prudent management, coupled with good character, habits and economy, appear, therefore, to be of more value in determining credit than the amount of capital employed; as these qualifications, added to promptness of payment, are unquestionable evidences of sound judgment and prodent management, they are adopted as the basis of credit ratings in Ealy's "Blue Book." No attempt is made to define the exact degree of credit to which a firm or individual is entitled, but the facts upon which credit must rest are presented in Ealy's "Blue Book," leaving to individual judgment the natural deductions.

The object and aim of Ealy's Agency is to afford nbers a more perfect protection against loss than has heretofore existed, 1st. By preventing undus extension of credits, ed. By repressing to its proper limits the credit of incapable, dishonest and presponsible dealers, 3d. By giving timely warning of impending weakness of parties hitherto considered d. 4th. By obtaining prompt, reliable and accu rmation as to character, habits and responsibility of dealers. 5th. By supplying its subscribers with a reliable REFERENCE BOOK OF CRED-ITS, especially adapted to their trade.

The John W. Ealy Co. have expended over \$500. 000 in perfecting this work, have special reporters in each city, town and village, whose duties are to write up the character, habits, business ability and financial worth of dealers, and to keep this Agency premptly advised regarding business changes, embarrassments, judgments, assignments, or anything likely to affect the credit or commercial standing of dealers in their respective towns.

This Agency publishes the "BLUE BOOK"-A REFERENCE BOOK OF CREDIT, containing the names, with capital and credit ratings, of over 330,000 dealers in Hardware, Iron, Agricultural Implements, Metals, Machinery, Machinists, Iron, Steel, Plumbers, Steam and Gas Pitters, Engine and Boiler Makers, Foundries, Mill Supplies, Iron, Brass and Metal Workers, Blacksmiths, Wagon and Carriage Makers, Stoves, Tin, Cutlery, Guns, Silver Plated Ware, and General Country Stores. Do not subscribe for any Agency book until after you have first examined Ealy's "Blue Book. It is absolutely the only Agency book published in America giving a condensed, classified list of as of dealers in the above mentioned lives of trade. We will take pleasure in sending a copy of our "Blue Book" for inspection, free of all express charges, to any responsible manufacturer or jobber. Terms ef subscription made known on application to either of our offices .- THE JOHN W. EALY COM-PANY, 280 Broadway, New York. 19 Milk Street, eton. of La Salle Street, Chicago. 400 Oline Street, St. Louis.



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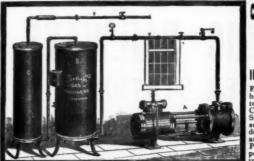
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SUFFOLK.

A Great Railroad Center.

An Active, Pushing Town.

endence MANUPACTURERS' RECORD. SUFFOLK, Va., April 8, 1889.

Since the 7th of June, 1885, when a large part of the town was destroyed by fire, Suffolk has grown very rapidly, and to day it is one of the most thriving p in Virginia, with a very promising future. Its business men are active and enterprising. Appreciating the advantages and the possibilities of their place, they are de-termined to develop its industrial and mercantile interests to the very utmost.

Their energy has been fully tested, for scarcely had they entirely recovered from the fire of 1885 when the town was again almost destroyed by another disastrous fire, in August, 1888. Though less than nine months have passed, nearly every trace of the fire has been obliterated. Stores and dwellings have been rebuilt on a larger scale, and the activity in building operations has carried forward the work of construction, until hundreds of dwellings have been erected, in addition to the ber burned.

Notwithstanding the fact that from twenty five to thirty buildings are constantly under way, scarcely a vacant dwelling can be found in the city, and new ones are engaged as soon as the foundations are laid. This activity is largely due to the fact that the people of Suffolk have awakened to the new order of progress throughout the South, and fully appreciate that the South is not wholly an agricultural region; that it does not depend entirely upon the fruit of the earth, as expressed by cotton, grain or tobecco, or upon the product of its rivers and the ocean, but that it has within itself vast possibilities in manufacturing its wood and mineral wealth into articles needed by the entire world, and that its cotton should not be transported to the New England States to be reshipped in manufactured goods upon which a profit must be paid. Diversified crops; utilizing its mineral wealth; reducing its extensive forests to lumber, and, as far as pos-ible, all needed articles, thus giving employ-ment to its surplus labor, is seen by the people of Suffolk to be the road to wealth. They are inviting manufacturers to locate among them, and hold out strong inducements, which are well worthy of invest-

Its location is undoubtedly one of the best for many lines of manufactures that can possibly be found. Situated at the head of navigation on the Nansemond river, it has every facility for cheap trans-portation. Vessels drawing less than fourteen feet of water have no difficulty in reaching its wharves and millions of feet of lumber are annually shipped in this way. There is a daily line of steamers to Norfolk, as well as regular lines of freight boats, both to Norfolk and Balt'more and other Eastern cit es

Its railroad facilities are second to non in the State. It has six competing lines centering here, and is the terminus of two. The roads are the Seaboard & Roanoke Norfolk & Western, Atlantic & Danville, Norfolk & Carolina, Suffolk & Carolina and the Suffolk Lumber Co's road, the last two terminating there. With these roads the lowest freight rates can be obtained, and manu'actured goods shipped to any portion of the country, to the be advantage. Locations for factories can be obtained at reasonable prices, and labor is abundant and cheap compared to the Northern States, the cost of living in this section being so much less than in the is worth twice as much as in a colder

During the past year over 70,000,000 feet of lumber was manufactured here.

Among the manufacturies now in Suf-folk there are the cotton mills of Suffolk Manufacturing Co., the lumber mills of the Gay Manufacturing Co., Southern Lumber Co., Suffolk Lumber Co., Bradshaw's planing mill and W. H. Gay's saw mill and box factory, the W. A. Allen kindling wood fact ry, the Virginia Manufacturing Co., Suffolk Iron Works, W. N McAnge, oyster planter and shipper and lime burner, Jones & Bro., lime etc , Artman & Son and J. M. Butler, coech builders, Suffolk Brick Manufacturing Co., and D. C. Harrell, brick manufac urers, Martin Bros, cigars and other small industries.

Its business men are almost without exception young men of ability and push, ort glance at a few of ther be of interest. Commencing with the Farmer's Bank of Nansemond, John R. Copeland, president, and W. H. Jones, Jr., cashier. Its capital stock is \$20 000, to which is added a surplus fund of \$55,000, more than double the capital. Their statement shows the bank to be in a most excellent condition.

S. R. Dunn handles one of the largest nce business in the South, representing over \$200,000,000 in English and American companies, carrying fire, life and accident insurance. He is district and special agent for eastern Virginia, and eastern Carolina, and during the past three years has paid out over \$500,000 in

J. F. & G. B. Pinner are extensive dealers in real estate, principally belonging to themselves. The elder, Mr J. F. Pinner, has laid out over two miles of streets in Suffolk, and has recently platted a large addition to the town.

W. N McAnge has one of the promient industries of the place, that of oyster packing and planting, and the burning of lime. He owns his own oyster beds, his own boats, wharves, etc., and does an extensive business throughout the South and West.

The W. A. Allen Kindling Wood Fac tory, with Mr. Jas. H. Bedell as mansger, employs about 125 hands constantly, and turns out over 80,000 bundles of kindling per day. This is all cut from waste from the lumber mills

The Virginia Manufacturing Co, manu facturers of butter dishes, fruit packages of all kinds, market baskets, veneers, etc., have recently removed to this point from Petersburg. They have a capacity of 250

H. W. Bradshaw's planing mill was one of the first to be located in Suffolk, com ing in 1880. He is now adding to his dry kilns.

The Suffolk Herald is the exponent of the growth and prosperity of the city. This paper is under the able managemen of Mr. J. E. Booker, who has had charge of it for the past seven years, becoming sole proprietor in 1886. It advocates every measure which will tend to advance the interests of Suffolk, and well deserves the prosperity it has attained.

The water works are just being c mpleted. The water is taken from Lake Kilby, a mile west of town. A stand-pipe with a capacity of over 50,000 gallons bas been erected, and there will be sufficient

been erected, and there will be sufficient pressure to throw a stream of water over any house in the place.

A new fire engine has recently been purchased and a large fire company organized, and undoubtedly extensive fires are now for Suffolk a thing of the past.

The Suffolk Land & Improvement Co. has recently been organized with some of the active men of the community engaged in it, and, as it has large interests here, it will probably soon let the outside world know what it has to offer.

A national bank has recently been chartered with a capital of \$50,000. Its rooms are now being arranged and it will soon be in operation.

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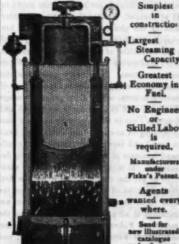
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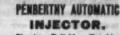
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БНЕ МАРКЕТS.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, April 10, 1889

No important change has taken place in iron or steel. Demand is still fluctuating, and prices are pointing downward. South ern iron makers are shipping large q tantities of iron to Northwestern markets. Bayers in the New England and Middle States are naturally anxious about prices for the future, and are anticipating concessions from Eastera makers, but up to present writing no very large transactions have resulted. For this there are two or three reasons-one is that the demand for finished products is light; another, that railroad enterprises are not pushed forward; the third is that the hand-to-mouth policy is still maintained in all parts of the country. Consumers are not willing to increase their stocks, and even where concessions are made they purchase in a very conservative way. Buyers usually purchase 100 tons of forge iron where heretofore they bought 1,000 tons. Southern forge is offered at \$14 to \$14.50 without finding takers. Northern forge is running at \$15 to \$15 50 No. 2 foundry is \$16 25 to \$16.50 in the North, and No. 1 \$17.50 to \$18; special brands \$18 50. Three or four furnrces, it is said, will blow out about this week in Eastern Pennsylvania, An accumulation of iron is reported at 12 or 13 fur-All of this accumulation is due to the failure of buyers to order iron forward. The companies will hold their customers to their contracts. Iron is not being ordered forward as freely as was looked for early in

The chief drawback to a healthy condition of the iron trade is to be found in the sluggish condition of railway work. There are now under construction some 1,670 miles of road, but ten times that amount is projected. Rail makers and those interested in the development of the iron trade state that if one-half of the railroad enterprises projected were pushed through there ould be no trouble as to demand or prices. Sanguine manufacturers believe that within a few months demand will assume its normal proportions, and prices on steel rails move up to \$28 Of the allotment made last week of 200,000 tons comparatively little has been taken up to this date, although there are negotiations now pending may be closed, and others are now going through for structural iron for railway work in all sections of the country. South ern railroads are inquirers after large quanties. Beams and channels continue at 2 Socts. The ship-building demand is still heavy, and those busy supplying requirements are busier than any other class of rolling mills. Southern iron makers are complaining of dallness. Skelp iron is 1.70 to 1.75 cts for grooved The Western nail makers are doing a fair business since their new departure, and if the restriction were maintained right along things would turn out all right. The East ern nail makers held a meeting last week and decided to restrict production 75 per cent., and this week the agreement is being signed by absentees. It is presumed that all will sign, and the restriction will then go into effect at the usual day, which will be announced by a committee appointed to announce the result of the vote.

In foreign markets there is an upward tendency in prices all around, both in Great Britain and on the Continent. This is parily due to the activity in colonial railroad and financial enterprises. The European governments are large buyers of war material. Machinery is in very active demand, and municipal requirements abroad are also much heavier than usual. Taking it all in all, the foreign iron trade is much better off than it has been for some years. The West is doing better than the East, and the South is doing better than either. The agricultural area will be extended this year. The mining activity is on the increase, and the

smaller industries are rapidly expanding throughout the newer sections of the country. All this means an improving demand for shop and mill products.

HARDWARE.

No changes have occurred in the hardware market since our last issue. Prices remain without change, and the same depression which characterized the trade of a week ago continues. Wire nails are still being sold very low, with no early prospect of a stiffening in prices.

HARDWARE SPECIALTIES.—The American Machine Co., Lehigh avenue and American street, Pailadelphia, publish a neat little handbook descriptive of their hardware specialties, such as meat-cutters, flitting machines, sad and polishing irons, cake-mixers, ice-chippers and freezers. Their Gem. Crown and American freezers have a wide popularity. The little book contains many v luab'e recipes for creams, ices, frozen fruits, puddings and desserts compiled from the best sources.

Special correspondence MANUFACTURERS' RECORD.

CHATTANOOGA, TENN, April 8, 1880

Pig Iron.-The or tcome of the pist week has admitted no particular change in the condition of the market nor movements in iron. While prices are low, the shipments are remarkably steady, and the demand in the aggregate keeps the yards quite clear of It is with this article as with every other article of commerce-the best article brings the highest prices-and the iron that has obtained a reputation is the iron that is st sought for and that realizes the most for its owner or producer. Such is to day the condition of most of the S uthern producers. Some brands are bringing \$13.50 to \$14 on the furnace bank for No. I foundry, while other brands are selling from 50 cts. to \$1 25 cheaper. Within the past two or three months the character of the business has changed considerably. During nearly all of 1888 four-fifths of all the iron sales that were made were made in round lots of 500 to 10,000 tons. Now not a quarter of the iron that is being shipped out is on orders of over 500 tons, while they generally range from one and two car-loads up to 250 and 500 tons; yet in the aggregate as much iron is moving off as at any time during last year. A noted and interesting feature of the railroad business of the South is just being developed. It is the large excess of net earnings of all the Southern lines for the first three months of the present year over the first three months of last year. The net earnings of all of the principal roads for the month of February last exceeded the net earnings of February, 1888, 57 per cent., and all of the lines have increased the first three the of this year over last in an ranging from 25 to 50 per cent. At the present time some of the lines are reporting more traffic than they can well handle.

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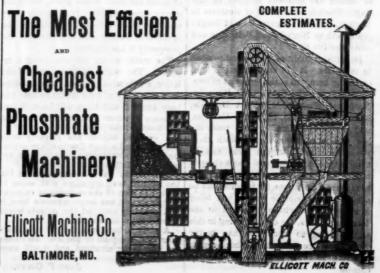
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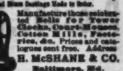
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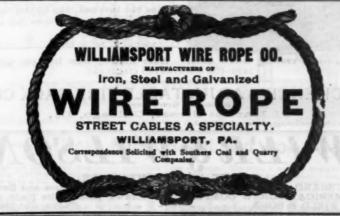


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American New Lides No. 4, French No. 5, Iren Handle Sandine Eclasors Sound Sound Sound Sound Sandine Eclasors Symmynn, No. 5, 5, 10, 0, a 13; No. 5, a 13; of 15 gains Symmynn, No. 5, 5, 10, 0, a 13; No. 5, a 13; of 15 gains Sundine Eclasors Valvesses Sundine Eclasors Su
CAPA, PRICUMING, \$1,000. U. M. C., F. C. trimmed
Control Fire, pistol size. die pa 5 Control Fire, pistol size. die pa 5 Military. die sa 5
Swaged Conical
25 " 15 " 15.00 " 15.0
Horse and Curry, CARRS, dis m 5 Cotton, new list, Aug. 1883. dis m 5 Wool, new list, Aug. 1883. dis m 5
Cast Steel, Polished
Wool, new list, Aug. 1883. dis us 5 CARPET STREPCHERS. Cant Steel, Polished. dis des 81.00, dis 20 g Cant Iron, Steel Points. dis des 81.00, dis 20 g Stallard's. dis des 10.00 g Stallard's. dis des 20 g Plate and Shallow Socket. dis defens 2 Doup Socket. dis defens 2 Doup Socket. dis defens 2 Sargens's. dis 20 g Sargens's. d
Bussess, Backley & Co's
German Halter and coll Chain die de S Traos, Bronet and Fascy die paires 5 Onadol Halter Chain (old list) die 4 g Galvanied Pump Chain 9 p 6 c ant jack Chain, Irum 10 c 10 g jack Chain, Irum 20 c 10 g jack Chain, Brone 20 c 10 g jack Chain, Brone 20 c 10 g jack Chain, Brone 20 c 20 g jack 20
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Sociot Franca & Franca
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Companies	****
Bradley's dis 15000 SARS. Cast Seed Seed S 350	
CURLIME IRONS, SC. 14, 14, 14 in., \$1.50, s.co, s.50	1
Fisch's new list	-
Silvered Glass net White Enamel	1
Association (Table)	
Embessed Gilt	
Terrey's Red, regular size	1 8 6 0
Middleoon Mg. Co	
Blacksmiths' \$1.65 net Blacksmiths' Saif-Fooding each, 7.50, dis so \$ Breast, F. S. & dis 45 Breast, Wilson's each, 3.50, dis 55 Breast, Wilson's each, 3.50, dis 55 Breast, Millers Falls each, 3.50, dis 55 Breast, Bartholouse's each, 5.50, dis 55 Breast, Bartholouse's each, 5.50, dis 55 Breast, Bartholouse's each, 5.50, dis 55 Wilson's Drill Stocks dis 15 Automatic Boring Teols \$3.85 each Manneer Drill Mig. Cos Model Bench Drill \$3.00, dis. 50 \$ XXX Post Drill \$3.00, dis. 50 \$	-
Dever B doz \$a.50, dia a f Acas gross, \$5.00 Ylaseria gross, \$10.00	1
Regular numbers	
ENAMELED AND TINHED WARE. Eatties dis 50 5 Tinned Sauce Pane dis 50 5 Tinned Sauce Pane dis 50 5 Tinned Sauce Pane dis 50 5	
Deer LockSame discounts as Door Locks Brass Threaddis 60 \$	
Fenn's Cork Stops dis 25 Fenn's Cork Stops dis 235 S Benr dis 255	
J. Seamer's Cork Lined, 1st quality E. M. Beynsten's	I I
Know. 4 %-inch Rolls	5
Iowa Farming Tool Co'sdis 6 & 5 & Remingtondis 5 & 5	H
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Dunble Cut, Hartwell's	OBDO
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Per dos. , Bo. 50 . 1.00 . 1.18 . 1.31 . 1.30
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Cronk Hanger Co.— No. 4, per doz. pair \$18.00, 40820 6 " 5, " " 14.40, 50810 5 " 6, " " 15.00, 50810 5 Iron clad track 9 cents per foot, 50810 5 Bara door staya \$3.00 per doz. 50810 5 Anti-Friction Bara Door Hanger, \$60 ex, 50810 5
Crouk Hanger Co.— No. 4, per doz. pair \$15.00, cokto 6 "5, " " 14.40, yokto 5 "6, " " 15.00, yokto 5 "5, " " 15.00, yokto 5 "100 clad track 9 cents per foot, yokto 5 Iron clad track 9 cents per foot, yokto 5 Anti-Friction Bara Door Hanger, \$100 cp. pair, \$5, so set Crouk's Pat. Wire Cutter and Bender, 8 in., \$200 & 405 Crouk's Pat. Wire Cutter and Bender, 10 in., 10 \$8 doz. pair \$5.00 & 405 Crouk's Pat. Wire Cutter and Bender, 10 in., 10 \$8 doz. pair \$5.00 & 405 Crouk's Pat. Wire Cutter and Bender, 10 in., 10 \$8 doz. pair \$5.00 & 405 Bara Door, New England \$61.00 & 805 Bara Door, New England \$15.00 & 405 Climax (Aati-Friction) \$15.00 & 405 Climax (Aati-Friction) \$15.00 & 405 Raragon \$15.00 & 405 Paragon \$15.00 & 405 Saycherts. \$15.00 & 405 Paragon \$15.00 & 405 \$15.00 & 405 Paragon \$15.00 & 405 BAYCHETS. \$15.00 & 405 Underhill's \$15.00 & 405 Paragon \$15.00 & 405 BAYCHETS. \$15.00 & 405 Underhill's \$15.00 & 405 Paragon \$15.00 & 405 BAYCHETS. \$15.00 & 405 Underhill's
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Blind Hinges
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Standard Lull & Porter. dis 79kts \$ Gate Hinges and Latches= Shepard's (Nos. x, s, and 3) and Clark's Genuine Pattern. dis 60 tok; \$ Plats Hinges \$5, tok ts is
Crown Screen Door Latch
No. 2 Galv. pss.co dos: No. 2% Galv. dia so 5 Haavy Walded Hook \$\frac{4}{2}\sin \tilde{\pi}\$ up, \$\frac{6}{2}\sin \tilde{\pi}\$ up too h. dis \frac{4}{2}\sin \tilde{\pi}\$ up, \$\frac{6}{2}\sin \tilde{\pi}\$ up, \$\frac{6}{2}\sin \tilde{\pi}\$ up to h. dis \frac{7}{2}\sin \tilde{\pi}\$ up, \$\frac{6}{2}\sin \tilde{\pi}\$ up, \$\frac{1}{2}\sin \t
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January 1899		-
Plane Irens, Burther's	Bench, Second Quality. dis 40 g Bunch, Second Quality. dis 35 g Molding. dis 50 g Balloy's (Stanley R. & L. Co.) Newast, Jan. 1879. dis control of The Stanley (S. R. & L. Co.) new list.	2011年1日
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Peace Hand, Panel and Rip. dis a;
Peace Cross Cuts. dis a;
Peace Rand Saws, all widehs. dis as
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Standard new list, March 1. Flat Head Birght	The second secon
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Also see Hangers. SHOVELS AND STADES. Aman, New List, November 1 1885 dis so 5 Griffiths dis 508 5 Eastington's (Lowmen's Patent) dis 508 5 Eastington's (Lowmen's Patent) dis 50 5 Eastington's (Lowmen's Patent) dis 50 5 Eastington's (Lowmen's Patent) dis 55 Emmy, Sins & Co dis 55 Emmy, Sins & Co dis 55 Emmy, Sins & Co dis 55 Meriden Britznaia Co dis 55 Meriden Britznaia Co dis 62 5 Covert's Soldering Irons AND COPPERS. Covert's Adjustable Coppers dis 35 Covert's Adjustable Coppers dis 35	-
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Covert's Adjustable Coppers. dls 35 aroons. Britannia dis 6e, nekno 5	
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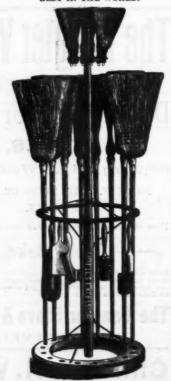
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Brass and Copper, list of Jan. 17, 1884dla sy Bright and AnnealedNos. 0@18, dis 608.20 Bright and AnnealedNos. 06018, dis 65
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Annealed Fence, Nos. 8&g
Japanned Barb Fence. \$ 5 4 5 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Picture Wire
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-	Wire Nalls List, November 10, 1688,dis 70
ı	WRENCHES.
I	American Adjustabledls 45
Į	Baxter's Adjustable "5," list Jan., 1880dis 25
į	Baxter's Diagonaldis 40
1	Coss' Genuinedis ée
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ı	Coss' Pattern, Malleabledis unkre
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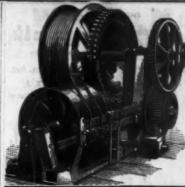
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PARTIES wishing to engage in manufacture in the South will find a liberal offer in advertisement from Rome, Ga., on another page. Owners of a well-established furnifactory offer the entire property or a controlling interest with management of the business. At the same place a flouring mill is offered for sale.

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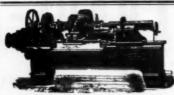
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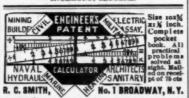




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ONE of the best equipped business houses in the South is that of Messrs. Brown & King, 73 75 South Broad street, Atlanta, Ga. They started business scarcely three years ago, but in that short interval have built up a large trade. The firm carry a very extensive and varied stock of manufacturers' supplies, which they furnish from the single article to the car-load. They represent such leading concerns as the Revere Rubber Co., Rickford & Francis, leather belting; Washburn & Moen, wire rope; Fairbanks & Co., scales: the Cameron Steam Pump Works. the Buffalo Forge Co., the Fabric Fire Hose Co. and other large concerns throughout the country, supplying blowers, exhausts, drill presses, etc. They make a speciaty of furnishing estimates on jobs of pipe cutting. such as automatic sprinkling engine connections or other work of that character.

THE RELIANCE GAUGE,-The prevention of boiler explosions is a problem which taxes the ingenuity of the mechanician, and would seem to call for the intervention of law in the interest of human life. But boilers will explode, no matter what measure of inspection may be bestowed upon them to discover flaws and defects. So far as inspection goes, that would probably be best performed by a boiler insurance company, whose interest would demand thoroughness in the trial. But inspection is not safety. If the boiler can be made to sound a danger signal, so much the better for all concerned. Such a signal or safety appliance the Reliance Gauge Co., of Cleveland, Ohio, claim their gauge to be, and Mr. A. J. Wright, the manager of the company, sets forth in the Iron Trade Review the merits of the invention in the course of an article discussing boiler explosions.

THE live city of Roanoke, Va., does not propose to hide her light under a bushel, She is emphatically "a city set upon a hill," whence her merits can be seen of all men It affords us great pleasure to invite attention to the card of the Roanoke Manufacturing & Investment Co., which appears in this issue of the MANUFACTURERS' RECORD This company is altogether a home enterprise, representative of the spirit and pregress of the wonderful little city down in the Shenandoah valley, which might serve as the pattern for the wide-awake people of the Old Dominion. The company, which is backed by ample capital, proposes to invite the establishment of manufactures at Roar oke by holding out to their promoters financial support and other inducements. Roanoke is not a mere "boom" town of mushroom growth. It is crowded with meritorious and fully established enterprises, such as rolling mills, blast furnaces, car works, bridge works and, in short, industries of all sorts. The city is a pefect beehive of activity. Its growth is simply phenomenal, and the energy of its people is indomitable. The proposals of the Roanoke Manufacturing & Investment Co., herein referred to, are frank liberal and practical, and should engage the respectful attention of investors throughout the country.

A "Magic" City in Posse.

After such strikingly successful experi ments in the way of town building within the famed Alabama mineral belt as Birming. ham, Anniston, Sheffield, Bessemer, D. catur and Florence, the good judgment of the capitalists who are backing similar enterprises at Shelby and Stevenson, Ala., can scarcely admit of question. Of the Shelby project we have already spoken in extenso The Stevenson enterprise is backed by a company having a capital stock of \$5,000,oco owned by such solid financiers as Nipoleon Hill and R. Dudley Frayser, of Memphis; Latham, Alexander & Co., George Arnold, W. J. Crawford, W. F. Taylor, of New York, and others. The company on n several thousand acres of land at and arour d the depot at Stevenson, Ala., a junction of the Memphis & Charleston and the Nash ville, Chattanooga & St. Louis Railroads. The land lies in Northeast Alabama, (38 miles from Chattanooga, 113 from Nashville, 272 from Memphis and 160 from Birmingham.) in the very heart of one of the richest coal districts in the South, with iron ores, limestone, etc., within easy reach. With the two existing railroads and two others projected, the proposed new town would have ample facilities for transporting raw material and manufactured products.

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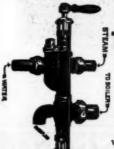
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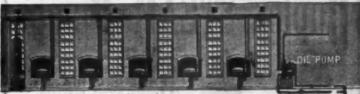
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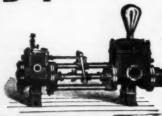


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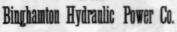
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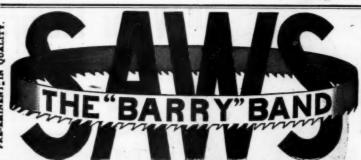
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